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# Charleston,

# West Virginia.

ILLUSTRATED.

# Have You Money to Invest?

## A Golden Opportunity Now Offered.

For more than a year many capitalists and business men have been awaiting the settlement of the financial policy of the Government before investing surplus funds, and while they are waiting some gilt-edged investments in and about Charleston remain untaken, which, under ordinary circumstances would be snapped up without delay. The end of the business depression is now in sight.

The wheels of trade and commerce are beginning to turn and within a short time what is now down low will be forced up at high premiums.

This is the time to pick up desirable property and to establish paying industries while prices of land and labor are low. Money is cheap and ideas of value in all things are moderate.

Investments which would be considered good now, will be largely enhanced within a short time. If you would avoid the scramble move at once.

Capitalists in other sections of the country are invited to come to Charleston and look over the field.

# CHARLESTON ILLUSTRATED

A DESCRIPTION OF THE CAPITAL CITY OF WEST VIRGINIA,

AND THE

NATURAL RESOURCES AND INDUSTRIAL DEVELOPMENT OF THE KANAWHA VALLEY.

BY S. G. CROUCH.

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By S. G. Crouch.

# CHARLESTON, W. VA. ILLUSTRATED.

## PREFATORY REMARKS.

THIS pamphlet is published for the purpose of meeting a general demand for information concerning the city of Charleston and the Great Kanawha Valley. It is for the benefit, first, of those of other States and other sections of the country, who are seeking new homes, new fields for business enterprise or opportunities for the profitable investment of capand second, for the benefit of the people of Charleston who desire a ready reference book giving a great deal of valuable information which they find it important to possess. It is for the mutual benefit of all, for in so far as it directs attention to the advantages of the city of Charleston and the matchless resources of the Kanawha Valley, and thereby creates a stimulus in the investment of capital here and the influx of desirable citizens from other sections of the country, it must necessarily, to that extent, benefit all those who already have money invested here, or in any way are interested in the prosperity of the city of Charleston or the valley of the Great Kanawha. It seeks to tell briefly, in simple language, of the munificent gifts which Nature has bestowed upon this people, and to answer some of the thousand and one questions asked of the citizens of the city by capitalists, business men, professional men, artisans and others from other sections who are seeking homes in a pleasant and healthful climate with opportunities for making money.

The writer desires to acknowledge the kindness and courtesy of Mr. A. M. Scott, Hon. Wm. Seymour Edwards and Maj. Thomas L. Broun, who have rendered him valuable assistance in the preparation of this pamphlet, and others who have kindly given him important information on various subjects.

State Capitol Building.

# THE CITY OF CHARLESTON LOCATION AND SURROUNDINGS.

THE city of Carleston, the capital of the State of West Virginia, is situated on the north bank of the Great Kanawha river and on the east bank of the Elk river, where the two streams join. The city is built upon an ever varying series of gentle undulations, with clean, brick paved streets, canopied with intermingling branches of elm, maple and other shade trees, leading past magnificent public structures, business blocks and sumptuously built residences, whose handsome architectural design and costly finish, combined with their beautifully laid out and well-kept grounds, at once proclaim them the homes of wealth, culture and refinement.

The excellent climatic conditions of the Kanawha Valley, in which the city of Charleston is situated, is attracting large numbers of people hither from all parts of the country—North, East, South and West—who come not only to build up shattered nerves or over-worked mental powers, or perhaps to recuperate bodies wasted by disease, but to make it a place of permanent residence. The various mineral springs, whose waters contain splendid curative virtues, and which abound among the hills adjacent to the city, the grandly-beautiful scenery of the surrounding mountains, the splendid drive-ways through the country, the expanse of water afforded by the majestic Kanawha river, upon whose bosom float various forms and sizes of pleasure craft, as well as the large steamers engaged in trade and commerce, and above all, the exquisitely lovely social qualities of its people, constitute Charleston, West Virginia, one of the most attractive resorts for the seekers of health and pleasure to be found anywhere in the South or North.

The climate of the Kanawha Valley is mild and salubrious—neither severely cold in the winter nor uncomfortably warm in the summer, and is free from sudden changes of temperature. The mean annual temperature is 52° Fahrenheit, and rarely falls below 20° in the winter or rises above 80° in the summer. The winters are mild and of short duration. Charleston is located in the favored belt of temperature between 37° and 41° of north latitude in the mountains trending north-east and south-west, thus catching the flow of mild, gentle winds from the great Southern Gulf in the winter, and fanned by cool mountain breezes in the summer, which renders the evenings all that could be desired for recreation and pleasure, and the nights excellent for rest and sleep. In a word, Charleston is a leaf-embowered haven of rest. Nowhere in the world is the grass greener, the sky bluer or the air purer, and nowhere on earth are more of the necessary elements combined to make life worth living.

Residence of Mr. Geo. S. Couch.

# MINERAL WATERS.

NUMEROUS mineral springs are found in the hills near Charleston, from which gush waters of valuable medicinal qualities—chalybeate, alum, lithia and other waters—among which is the famous Elk Lithia Springs, whose waters are classed among the very best. An analysis of this water by Dr. Wm. H. Taylor, State chemist, of Virginia, is here given:

One gallon of 231 cubic inches contains:—

| | |
|---|---|
| Bicarbonate of lime | 19.7792 |
| Bicarbonate of magnesia | 12.1203 |
| Bicarbonate of Baryta | traces. |
| Bicarbonate strontia | .0378 |
| Bicarbonate of iron | .1648 |
| Bicarbonate of manganese | traces. |
| Bicarbonate of lithia | .0228 |
| Phosphate of lime | .0068 |
| Sulphate of lime | 9.2345 |
| Sulphate of potash | .1467 |
| Sulphate of soda | .6977 |
| Biborate of soda | traces. |
| Chloride of sodium | .5290 |
| Alumina | .0426 |
| Silicia | .8165 |
| | 43.3987 |

This is a natural saline alkaline lithia water and a typical tonic and saline digestive aperient. It is an excellent therapeutic adjuvant and may be freely used in indigestion, biliousness, torpid liver, constipation, rheumatism, gout, and all diseases associated with the uric acid diathesis; in diabetes, Bright's disease, inflammation or catarrh of the bladder, scrofula, incipient phthisis, and other constitutional diseases; in bronchial and laryngeal catarrh and diseases of the respiratory organs; in mental irritability, melancholy, epilepsy, and other nervous diseases, and in all diseases which are the result of imperfect nutrition, inefficient elimination of waste products.

# MODERN IMPROVEMENTS.

CHARLESTON is blessed with *all modern improvements known to advanced civilization*, including fine sewage, paved streets, electric street railways, electric lighting and power plants, natural gas piped to the city and used for the purpose of illumination and also as fuel, artificial gas for illumination, plant for the manufacture of ice, water works, telephone exchange, magnificent hotels, church edifices, and other public buildings.

PAVED STREETS.—Charleston was the first city in the United States to adopt the method of paving streets with brick. In fact this system is an invention of Dr. J. P. Hale, of this city, first used here

Residence of Col. J. Q. Dickinson.

about twenty years ago, and it is found to be such an excellent and economic method of street paving that it is now being adopted and used by a large number of cities throughout the country.

Sewage.—The city has a fine sewage system. A net work of underground sewers has been constructed reaching to the utmost limits of the city, making the drainage perfect, and thus shielding the citizens from diseases which result from pollution and decaying substances.

Water Works.—The city water works have the capacity to supply double the quantity of water needed by the citizens for all purposes. The pump house is located on the bank of the Elk river, above the city at a point far from the discharge of all sewers and other causes of pollution in the city. The water is taken from the Elk River, which is fed by the pure rivulets and springs flowing from the mountains, and, except during the time of freshets, is as clear as crystal. The purity of the water supplied to the people of Charleston and the perfect system of drainage are the two leading factors that have contributed most to raising the health standard which is now unsurpassed by that of any other town or city in America.

Electric Light Plant.—The Charleston Electric Light Company has constructed and operates a large plant which furnishes electricity for lighting both the streets and buildings and for running the motors on the street cars as well as those which drive machinery in manufacturing establishments.

Gas.—The city is supplied with gas from a large plant which furnishes all the gas needed for lighting houses and running gas engines used in factories, but the greatest boon enjoyed by the citizens of Charleston is the natural gas which has recently been found in abundance not far away and piped to the city. It is used largely for illumination and is a splendid article for that purpose. The more important and general use to which the natural gas is applied, however, is that of fuel and it is a splendid material for that purpose. It is so much better than coal, both in point of economy and convenience, that its superiority cannot be estimated by a comparison between the two materials. Its use does away absolutely, with all the soot, smoke, ashes, dirt, and all other concomitant evils necessary in the use of wood, coal or other fuels. It is cheaper by half than the artificial gas, and is equally good. Within a short while it will have almost entirely superseded all other fuels in Charleston. The natural gas company has just put down over twenty miles of pipe in the city and the gas is being carried to nearly every street, and is coming into general use by the people. With the adoption of natural gas as a fuel, smoke and soot disappear, and with a perfect system of drainage and pure water the city becomes clean, healthful and pleasant.

Residence of Mrs. Mary M. Watkins.

# PUBLIC DEBT, TAXATION, ETC.

WEST Virginia has no public debt. The State government by a provision of the Constitution, is prohibited from creating a debt.

The county of Kanawha, of which Charleston is the seat of government, has no bonded debt.

The city of Charleston has a bonded debt of only $59,000 which with the sale of the new bonds just issued will increase the debt to 109,000. This will be reduced to $101,000 by the 1st of October, 1894 by the maturity of bonds.

The assessed value of real estate in the city, according to the last assessment for taxation is $2,392,192. Property is assessed for taxation at about one-third of its real value.

The rate of taxation of all kinds and for all purposes, is as follows:

| | | |
|---|---|---|
| City | on $100 valuation | $1.25 |
| County | " " " | .90 |
| State | " " " | .25 |
| State school | " " " | .10 |
| District School | " " " | .85 |
| Total taxation | " " " | $3.35 |

This rate, it will be seen from a comparison with the tax rates of other cities, is very low, and it is especially so when it is considered that property is assessed for taxation at not more than one-third of its real value.

The population of the city is now about 12,000, with suburbs of from 7,000 to 9,000 more. It is largely cosmopolitan, there being among the residents people who have come from nearly every State in the Union and some from foreign countries, though the natives of the Eastern States largely predominate. In the population of the city are blended the energy and push of the West, the conservatism and intellectual training of the East, the generous impulses of the South and the thrift and economical habits of the North.

The business men of Charleston are conspicuous for their push and enterprise, and the people in general for their thrift and industry. The spirit of feverish speculation is almost entirely absent. All its business firms have been built up by legitimate operations and they are standing on firm foundations. As evidence of this fact, it may be stated that the financial panic and business depression which sat in early in the year of 1893, and from which other towns and cities suffered so severely, had but little, if any, effect upon the business of Charleston. All branches of trade and industry moved along about as usual and there has been no failure or business embarrassment in Charleston worth speaking of since the hard times set in.

Kanawha Valley Bank Building.

There are five banking houses in Charleston, with an invested capital of over a half million dollars. They are:

| | |
|---|---|
| The Kanawha Valley Bank | $150,000 00 |
| The Citizens' National Bank | 125,000 00 |
| The Charleston National Bank | 100,000 00 |
| The Kanawha National Bank | 100,000 00 |
| The Commercial Savings Bank | 50,000 00 |

Among the commercial organizations are the Charleston Board of Trade, of which Mr. P. H. Noyes, of the wholesale grocer firm of P. H. Noyes & Co., is president, and the Kanawha Coal Exchange, of which Mr. M. T. Davis is president.

Dun's Commercial Agency has a branch office established in the city of which Mr. J. E. Kingsbury is manager.

There are between twelve and fifteen wholesale and jobbing houses in the city. Within the last five years the wholesale and jobbing trade of Charleston has increased from five hundred thousand dollars to considerably over two million dollars for the year 1893.

Among the industries of Charleston are seven lumber manufacturing plants, employing, when running at full capacity, 700 to 900 men; a cart and buggy works, employing from 300 to 400 men, five foundries and machine shops employing 350 men, two large flour mills employing about 40 men, one

woolen factory employing nearly 100 persons, an ice factory, employing from 30 to 40 men, five brick making plants employing from 400 to 600 men. There are also cigar factories, candy factories, bottling works, pork packing houses and a large number of other establishments employing from 800 to 1,200 men.

There is a splendid opportunity for the investment of capital in Charleston in other lines of manufacture than those already established, such as the mining of fire and pottery clays, and the manufacture of brick, crockery ware, pottery ware and glassware, mining of iron ore and the manufacture of iron, tiling, wagons and carriages, clothing, boots and shoes, hardware, nails, paper boxes, bed mattresses, paints, wood pulp, etc. There is an abundance of raw material for manufacture right at hand, and the introduction of natural gas into the city providing cheap fuel will result in a great advantage to the manufacturers of this city. Another important advantage enjoyed by the people of Charleston are their splendid shipping facilities, and this should not be lost sight of. Boats arrive at and depart from the wharves nearly every hour in the day, and passenger and freight trains are continually arriving and departing on the railroads leading out from Charleston in five different directions.

The abundance of raw material to be had right at hand, the unusually low cost of fuel, the excellent shipping facilities, added to the low cost of labor,

Residence of Hon. S. L. Flournoy.

which is $1.25 per day for common labor and an average of $2 50 per day for skilled labor, seem to include all the advantages desired by manufacturers, and when these various advantages become fully known and appreciated, it must necessarily result in the establishment of many large and various kinds of manufacturing plants in and around the city.

## THE CHURCHES.

ALL the principal churches and creeds are represented in Charleston, there being eight distinct denominatoins and twelve church organizations.

First Presbyterian.—The First Presbyterian church (the Southern branch) has a splendid edifice located on the corner of Hale and Quarrier streets near the business part of the city. It is built of stone, and the main auditorium has a seating capacity of 1,000. There is in the building a large and commodius Sunday school room, a lecture room, church parlors, session room, library and other rooms and the entire building is handsomely equipped for the extensive religious work carried on by this congregation. Adjoining the church building stands the large, elegant residence of the pastor, or the par-

Residence of Hon. Geo. E. Price.

sonage. The church building cost about $35,000, the parsonage about $5,000, and the entire church property, including land and buildings, is estimated to be worth $55,000. Rev. J. C. Barr, D. D., is pastor, and he has succeeded in building up a membership now numbering over 450 communicants. A large Sabbath school is conducted by the church of which Mr. S. L. Flournoy is superintendent. There is organized in the church a very efficient Young Peoples Society of Christian Endeavor which carries on a number of mission Sunday schools. Mr. E. A. Palmer is President of the society, and Mr. John S. Noyes is its Secretary. This church supports some six or seven mission stations, located at various points in the suburbs of the city, including three regularly organized mission churches.

St. John's Episcopal.—Two squares east of the First Presbyterian church edifice, on the corner of Quarrier and Broad streets, stands the splendid structure in which the congregation of St. John's Episcopal church worship. The building was erected in the year 1890, at a cost of $25,000. It is a stone structure, elegantly furnished and equipped. The main auditorium has a seating capacity of between 500 and 600, and the lecture-room adjoining, which has a seating capacity of 200, is separated from the main auditorium by sliding doors, so that the two rooms may be thrown into one when necessary on special occasions. A handsome rectory stands near the church building and fronts on Quarrier street.

Residence of Mrs. C. Q. Smith.

Secretary. The church also conducts a number of prosperous missions in the suburbs of the city.

State Street Methodist.—On State street, at the corner of Court, stands the State Street M. E. church building, a substantial and commodious brick structure, erected in 1884 at a cost $13,000. The main auditorium is on the second floor of the building, and is capable of seating 800 people. On the lower floor is the lecture room, which seats from 600 to 700. This is used for conducting Sunday school, prayer meetings, class meetings, church receptions, entertainments of various kinds, and for all purposes except public worship. Rev. S. J. Cotton is pastor of the church, and Mr. L. M. Haynes is Superintendent of the Sunday school. The young people of the church are organized into a very efficient society under the name of the Epworth League, of which Rev. S. J. Cotton is President and Mr. David Dick is Secretary.

Christian Church.—Near the State Street church is located the Christian church edifice, a small, but very comfortable brick building, on the corner of Laidley and Donnally streets. This church was organized in April, 1891, by Rev. J. W. McGarvey, Jr., who has served the church as its minister since that time. The aim of this somewhat peculiar church organization is given by its minister as follows: "1. To exalt God's Son above party, and God's Word above all human creeds. Where the Scriptures speak we speak; where the Scriptures are silent we are silent. 2. To illustrate the practicability of Christian union on New Testament faith and practice. 3. To build a church of Christ without denominational name, human creed or other barrier to Christian unity, whose terms of fellowship shall be as broad as the conditions of salvation and identical with them. 4. To lead alien sinners to Christ in the light of the New Testament teaching and example. 5. To co-operate with all other Christian workers, as far as we can, in extending Christ's reign among men, while seeking to promote the unity for which Christ prayed.

Charleston Baptist Church.—On the corner of Capitol and Washington streets, and near the State Capitol building, stands the elegant wooden structure of the Baptist church. The building is only a temporary one, the church having determined to erect a large and handsome edifice within the near future. The property of this church is now valued at $20,000, including ground and building. Rev. T. C. Johnson, D. D., is pastor of the church. Mr. D. M. Sullivan is Superintendent of the Sunday school. The young people are organized into a society under the name of the Young People's Union, and are vigorously prosecuting religious work in various lines. Mr. L. B. Stoghill is President of the society and Miss Cora Spencer is Secretary.

Dickinson Chapel—Methodist. The edifice of the Southern Methodists—Dickinson Chapel—stands near the Baptist church, eastward, corner of Dickin-

YOUNG MENS CHRISTIAN ASSOCIATION

son and Washington streets, and is also next to Capitol square. This building which has a seating capacity of over 700 will soon give way to a magnificent new structure to cost $30,000. The new building will contain a large auditorium, with a seating capacity of 1,000, a lecture room, a Sunday School room, church parlors and a pastor's residence, all under one roof. It will be elegantly finished and elaborately equipped. Rev. S. F. McClung is pastor of the church; Mr. J. M. Bodell is Superintendent of the Sunday school; A. C. Hickel, class leader. This church also has a Young People's Society of Christian Endeavor, of which Prof. W. F. Harris is President and Miss Biddie Jarrett is Secretary.

German Lutheran—The German Lutheran church of Charleston was organized in 1892 by F. K. Reitz, who is its pastor. The congregation has just completed a very handsome church building on Court street, which was dedicated June 2, 1894.

The colored people have two churches, a Baptist and a Methodist. Each congregation owns a large, commodious brick building, with a seating capacity of about 800 each. Rev. J. W. Waters is pastor of the Methodist church, and Rev. G. B. Howard, pastor of the Baptist church.

Young Men's Christian Association. — The Young Men's Christian Association was organized in 1888, and now has a membership of nearly two hundred. Last year (1893) it acquired by purchase a very comfortable building and grounds on Capitol street, near the State House (the Norvell residence) at a cost of $12,000. The building has been remodeled and fitted up in a handsome manner, and made a very comfortable and pleasant resort for young men. It is the intention of the Association to remove the old building and erect in its place a large, handsome structure within the next two or three years to cost not less than sixty thousand dollars, with a splendidly equipped gymnasium, reading room and library, class rooms, bath-rooms, &c. The efforts of the Association in the line of gospel work, under the direction of the able and efficient General Secretary, Mr. D. Sprague, have been attended with splendid results. Mr. Sprague is ably assisted in this work by Mr. H. B. Smith, President of the Association, and Mr. W. C. B. Moore, its Secretary.

# EDUCATIONAL FACILITIES.

## The City Public Schools.

CHARLESTON can not boast a college or a university, yet the people are blessed with as fine public schools as can be found anywhere. The city owns school property valued at $146,900, as follows: Buildings, $125,000; lands, $20,000; apparatus, $1,600; library, $300. There

Second Ward School Building.

The property of the church, including the church building, rectory and grounds, is valued at $46,000. Improvements to cost $3,000, are to be added to the building this year, (1894.) This congregation also supports a mission church in Elk City, and a number of mission Sunday schools. Rev. R. D. Roller, D. D., is rector of St. Johns.

Chapel of the Sacred Heart—Catholic.—Near the St. Johns church building is the Chapel of the Sacred Heart (Catholic), on the corner of Broad and Virginia streets. This denomination owns a valuable piece of land extending from Virginia street to Quarrier street, bordering on Broad street. The St. Mary's Academy building stands on the Quarrier street frontage, and is valued at $4,000. A frame chapel building, of simple design, which cost $2,500, stands on the Virginia street frontage. This is now used and will be used as a house of worship until the new church edifice is built. The new structure, which will be completed probably within two years, will be a magnificent building, to cost $30,000. Rev. Joseph Stenger is the pastor in charge of the Sacred Heart parish. He has been very successful in the management of the various interests of the parish and in raising funds with which to construct the new church edifice.

Temple Bene Jeshurum—Jewish.—Going east one-half a block from the Catholic Church, on Virginia street, you come to the new structure of the Jewish congregation, Temple Bene Jeshurum, dedicated April 17, 1891. It is a handsome brick building, of Moorish architecture, and cost something over $25,000. Rev. Marcus Salzman is the Rabbi in charge of Temple Bene Jeshurum. The officers of the congregation are Jacob Jelenko, President; M. Frankenberger, Vice-President; Charles Loeb, Warden; M. Goldbarth, Secretary, and Ph. Frankenberger, Treasurer. The Board of Trustees consist of B. Baer, A. Middleburg, and I. Schwabe. The Executive Board of J. Jelenko, Charles Loeb, Ph. Frankenberger, A. Middleberg, M. Frankenberger, M. Goldbarth, B. Baer, I. Schwabe, and Dr. D. Mayer, and the School Board of Dr. D. Mayer, M. Goldbarth and M. Frankenberger.

Kanawha Presbyterian.—Leaving Temple Bene Jeshurum and going west into the next block, on Virginia street, you come to the magnificent stone structure of the Kanawha Presbyterian church. The main body of this building was completed in the year 1886, at a cost of $31,000. In 1893 an annex was constructed, providing a Sunday School room, with class rooms adjoining, a lecture room, church parlor, library, etc. The annex cost over $12,000. Rev. H. W. Torrence is pastor of the church. A large and prosperous Sunday school is conducted by the church, of which Dr. T. L. Barber is Superintendent. There is also in operation in connection with the church, a flourishing Young People's Society of Christian Endeavor, of which F. M. Staunton is President and Mrs. S. M. Snyder is

Residence of Judge Okey Johnson.

are three large, elegant school buildings, containing a total of forty-one rooms, capable of accommodating 2,500 pupils. The enrollment of pupils in the year 1893 was 1,589, and the average attendance was 1,102. The enumeration this year (1894) was 2,288.

The city schools consist of nine grades and a high school. The course of study in the nine grades includes spelling, reading, penmanship, arithmetic, language, geography, history, book-keeping, physiology, hygiene, civil government, gymnastics, calisthenics, vocal music and drawing.

High School.—The High School consists of a three years course, as follows:

First year—Higher arithmetic, elementary algebra, English grammar, civil government, general history, including the Constitution of the United States and the Constitution of West Virginia.

Second year—Higher algebra, plane geometry, natural philosophy, rhetoric, botany and general history.

Third year—Solid geometry, mental philosophy, general history, and philosophy of history.

Prof. George S. Laidley is superintendent of the city schools; Mrs. Mary R. McGwigan is principal of the High School; Prof. H. A. Hively is instructor in penmanship, and Miss Sallie Maxwell teacher of vocal music.

The teachers in the various buildings are:—

Mercer building—Miss Florence Grayum, Miss Annie Walker, Miss Ella Craig, Miss Claudia Baldwin, Miss Irene Walker, Miss Lila K. McChesney, Miss A. B. DaShiell, Miss M. M. Patrick, Mr. A. W. Croft, Miss Mary E. Jones, Miss E. L. Hopper, Miss Eloise A. Easley and Miss Amelia S. Donnally.

Union building—Miss E. S. Walker, principal; Miss Kate Hanley, Miss Mary Jeffords, Miss Minnie S. McWhorter, Miss E. F. Leasure, Miss Myrtle Kiger, Miss Ruth Craig Miss Mary M. Peyton and Miss Elizabeth C. Keeley.

Garnett School—Colored—H. B. Rice, Principal; W. H. Davis, C. W. Boyd, Byrd Prillerman, P. B. Burbridge, Mattie Seames and Blanche Jeffries.

## Catholic School.

A parochial school conducted by an efficient corps of teachers in the Convent building of the Sacred Heart parish, includes about all the branches taught in the public schools, and in addition thereto a thorough course in music. Mother Mary Vincent is superior. Her assistants are Sister Mary A'Loysius, Sister Mary Benedict, Sister Mary Raymond and Sister Mary Cyril.

## Business College.

The Rowland & Elliott Business College, in the Burlew Opera block, on Capitol street, was established in 1891. The branches of study in the college

Mercer School Building.

consist of a thorough course in book-keeping, penmanship, stenography, type-writing and an elementary course in English. Prof. Ward B. Elliott, Prof. Hugh B. Rowland and Prof. T. S. Clark are the principals in the three several departments.

## Kindergarten School.

A successful Kindergarten school has been established and is conducted by Miss Elizabette Brown, principal. The Froebel system is used.

## Music School.

The Charleston Music School is conducted by Prof. F. R. Jacoby. Instruction on the violin, cornet, mandolin, guitar and all other string instruments is given.

## Newspapers.

Though mentioned last, the newspaper is among the most important of the means of education and general intelligence, and the measure of success and prosperity enjoyed by the press of any town or city may be taken as a fair indication of the intelligence, thrift, enterprise and public spirit of its citizens. Judged by this standard, the citizens of Charleston

are to be congratulated. They support two daily and four weekly papers.

The Charleston Daily Gazette is an eight-page morning paper publishing the Associated Press

service, besides special dispatches covering the entire field at home and abroad, giving the important daily happenings in every part of the world. The field for local news is also well covered by a corps of talented journalists and reporters. The Gazette is issued from the mammoth printing establishment of Mr. M. W. Donnally, the Public Printer for the State of West Virginia. Mr. Walter Edward Harris is editor of the Gazette; Mr. Ferd R. Swann is assistant editor and advertising manager; Mr. W. P. Johnson is city editor. The Gazette is Democratic in politics, and is the organ of the Democratic party.

The Charleston Evening Mail is published every afternoon, except Sunday, from the printing house of Jarrett & Floyd, on the corner of Virginia and Alderson streets. It is also an eight-page paper, and publishes a telegraphic press service. It is a splendid local paper and has gained a wide circulation. Mr. John B. Floyd is editorial writer, and Mr. E. E. Hood is managing editor. Mr. W. Hirst Curry is the city editor. The Evening Mail is a staunch Republican paper, and is regarded as the leading Republican journal of this part of the State.

The weekly Star-Tribune is edited and published by Mr. M. B. Reber. This is an old and well established Republican journal, and has a large constituency in the southern part of West Virginia.

The Kanawha Valley Democrat, published by Messrs. Perry & Dudley, is an ably edited weekly Democratic paper, of wide circulation. It advocates Democratic principles, and is the organ of the laboring men. Col. Flintlock Perry is its editor.

A weekly edition of the Gazette and of the Evening Mail is also issued from each of those offices.

# BENEVOLENT SOCIETIES AND ORDERS.

THE Charleston Home for Destitute Women and Children was established in the year 1890 by a few of the noble women of Charleston, who have, through hard labor and many trials and vexations, made it one of the most valuable institutions of the kind in the state. On the 15th of October, 1890 a few ladies met in the parlor of Mrs. Joseph Ruffner, on Brooks street, and formed the plans for the establishment of the Home. It was a tremendous undertaking for these ladies, but they were not daunted by the magnitude of the work before them. The work of raising private subscriptions to erect or purchase a building was at once begun, and within a short time these ladies had secured the subscription of enough money to enable them to purchase a building. A large residence on Piedmont street was purchased and paid for, the price being $3,000, after which improvements to the building were made costing $2,000 which has also been paid. The institution is maintained wholly by private subscriptions. The average number of inmates of the Home is about 17 and the average cost of maintaining it is about $75 per month. Mrs. Fannie Hawkins is the matron of the institution. Mrs. Joseph Ruffner has been president

of this society ever since it was formed and it is mainly through her efforts that the Home for Destitute Women and Children has been made a success. It was also through Mrs. Rutlner's efforts that a law was enacted at the last sitting of the State Legislature providing for the better protection of the children of the State. The other officers of the society are Mrs. Jacob Jelenko, vice-president, Mrs. E. L. Butterick, secretary, and Mrs. Philip Frankenberger, treasurer.

Nearly all the benevolent orders have organizations in Charleston, principal among which are:

Masons—Kanawha Lodge No. 20 A. F. and A. M.; J. Talman Waters, Worshipful Master, J. W. Crider, Secretary.

Tyrean Royal Arch Chapter—J. J. Lovell, High Priest, J. Talman Waters, Scribe.

Kanawha Commandery No. 4, Knights Templar—F. H. Markell, Eminent Commander; J. Talman Waters, Recorder.

Odd Fellows—Kanawha Lodge, No. 25, A. F. Wallen, Noble Grand, A. D. Boyd, Secretary.

Ellinipsico Encampment, No. 13—R. L. Bibby, Chief Patriarch; E. W. England, Scribe.

Knights of Pythias—Elkana Lodge No. 63—E. S. Christy, Chancellor Commander; W. A. Mahan, Keeper of Records and Seal.

Keuka Lodge No. 26—Thos. Wilson, Chancellor Commander; M. L. Young, Keeper of Records and Seal.

Kanawha Division No. 2, Uniform Rank—H. K. Black, Captain; C. W. Hall, First Lieutenant.

Second Regiment—C. C. Rand, Colonel; A. T. Fox, Captain and Adjutant.

Knights of the Golden Eagle.—Pride of Kanawha Castle No. 5—C. L. Rader, Noble Chief; J. C. Spurr, Master of Records.

Charleston Commandery No. 1—H. L. Minsker, Captain; J. C. Spurr, Secretary.

Benevolent Order of Elks—C. E. Rudesill, Exalted Ruler; P. H. Noyes, Jr., Secretary.

Knights of Honor.—Kanawha City Lodge, No. 465—E. H. Easly, Dictator; J. E. Chamberlain, Financial Secretary.

Legion of Honor—Kanawha Council No. 109—N. B. Pottier, Commander; Geo. Davis, Secretary.

United American Mechanics.—Charleston Council No. 9—S. F. Morrison, Councillor; R. C. Hager, Recording Secretary.

Fraternal Mystic Circle.—Capitol City Ruling No. 70—W. H. Whitehurst, Worthy Ruler; T. J. Grass, Recorder.

Red Men.—Nakomis Tribe, No. 13—S. P. Ferrell, Great Senior Sagamore; Hugh Debord, Chief of Records.

## Military Orders.

Blundon Post G. A. R.—C. B. McIntosh, Commander; Frank Haptonstall, Adjutant.

Residence of Mr. J. W. Goshorn.

Camp Patton, Confederate Veterans—Flintlock Perry, Commander; H. D. McFarland, Adjutant.

Camp Stonewall Jackson, Confederate Veterans—W. S. Summers, Colonel; E. H. Easley, Adjutant.

## Labor Organizations.

Kanawha Valley Federal Labor Union, No. 6267.—J. R. Foster, President; Sim Iron, Secretary.

Amalgamated Council.—Alex. Miller, President; Sim Iron, Secretary.

Charleston Typographical Union, No 146.—W. E. Forsyth, President; John S. Groves, Recording Secretary.

Commercial Clerks.—J. D. Price Commander; C. L. Rader Secretary.

Bricklayers' and Masons' Union.—Alex. Campbell, President; W. J. Wilton, Secretary.

Carpenters' Union—A. B. Miller, President; W. A. Foster, Secretary.

## Social Organizations.

Charleston society is organized into numerous social clubs. The leading social club, although classed under the head of "Benevolent Societies," is that of the Elks, of which Mr. C. E. Rudesill is president and P. H. Noyes, Jr., is secretary. The Elks have established spacious quarters in the Shrewsbury Block, on Capitol street, which they have equipped and furnished in the most elaborate and elegant style at a cost of over $2,000. The main room in the suite is the large lodge room which is also used as a dancing hall. There is also a large dining hall with kitchen and other smaller rooms adjoining, reception parlors, ladies' and gentlemen's dressing rooms, etc., all furnished in the most sumptuous manner. This is one of the most popular social organizations of the city, and the society people of Charleston are indebted to it for a great many superb entertainments such as balls, receptions, banquets, etc.

The Germania Club is another social organization which has established itself in elegant quarters. It is located in the Couch Block, on Quarrier street, occupying two floors (the second and third). The Germania Club's suite consists of the main hall, 50 feet square, with stage 25 feet square, dining hall 75 by 100 feet, reception parlors, library, billiard room, etc. All these rooms are splendidly furnished and equipped. The officers of the Germania Club are Ben Baer, President, Henry Smith, Vice President, David Baer, Secretary, and Wm. Jelenko, Treasurer.

The Cotillion Club, of which C. C. Bucy is President, Harry Morgan is Secretary and P. H. Noyes, Jr., is Leader, is a dancing club, using the Elks apartments. The club gives an entertainment once a month or oftener.

There are a number of other social organizations in the city, such as whist clubs, euchre clubs, and others too numerous to name.

View on Virginia Street.

# CHARLESTON'S SUBURBS.

THERE are no less than eight important suburban towns and villages within from one to three miles of the city and tributary to it.

ELK CITY.—The first and most important of these is Elk City, immediately across the Elk river on the northwest bank of that stream. It has a population of about 3,000, and regularly organized city government, with many of the modern improvements, including electric street railway, electric lights, water works, etc. Six religious denominations have comfortable houses of worship, and the town is well supplied with good school buildings in which are conducted the public schools by experienced and talented teachers. Several extensive manufacturing plants are located in this suburb, including a large furniture factory, a veneering mill, a saw mill, a sash and door factory, two brick factories and a number of smaller manufacturing concerns.

GLENWOOD, including Glenwood Heights, is a pretty resident suburb, immediately adjoining Elk City on the North, where many business men of Charleston are building elegant residences, and it is becoming a most desirable place for those who prefer to reside away from the noise and confusion of a busy city. A company has been chartered and organized under the name of The West Charleston Improvement Company, for the purpose of operating street car and telephone lines, mining coal, iron ore, and other minerals, building and operating saw mills, car shops and furnaces, manufacturing furniture, and brick, building wharves, dock yards, etc.

WEST CHARLESTON is located on the north bank of the Kanawha, and from one to two miles west of Charleston. This includes, besides pretty suburban residences, a number of important manufacturing plants, among them the Buckeye Cart works, the largest two wheel vehicle factory in the world.

RUFFNER—Immediately adjoining Charleston on the east, on the north bank of the Kanawha, is situated the town of Ruffner, another suburb which is becoming very popular as a place of residence for business men of the city.

SOUTH CHARLESTON—On the opposite side of Kanawha river from Charleston, on the south is the suburb of South Charleston in which are located large iron working plants, including boiler works, iron foundaries, machine shops, etc., along the river front. Back from the river on the heights overlooking the city, is the residence portion of South Charleston where the streets, roadways and grounds laid out in curiously odd, but very pretty designs and overhung with beautiful and stately shade trees, are in harmony with the grandly beautiful rustic scenery in close proximity. Many elegant and costly residences are being built in this suburb.

View on Capitol Street.

South Ruffner—East from south Charleston, about two miles, on the south bank of the Kanawha river and on the line of the C. & O. Railroad, is South Ruffner, another resident suburb where many residences are being built.

Kanawha City—Just east of South Ruffner, three miles from Charleston, is Kanawha City, a beautifully laid out town, where manufacturing plants are being established and residences are being built.

Capitol Hill—The Capitol Hill company has laid out lots and streets on the hills north of the city and a number of handsome residences have been built, which form quite a nucleus for an important suburb.

All these suburban places are growing rapidly and they bid fair to have a combined population of from 20,000 to 30,000 within the next decade.

# NATURAL RESOURCES OF THE KANAWHA VALLEY.

## Coal.

Hon. A. B. Fleming, ex-Governor of West Virginia, in an address before the Chamber of Commerce of Pittsburg, March 26, 1894, speaking of the resources of the Mountain State, said:

"West Virginia is a veritable store house of mineral and natural wealth. It is said, and upon authority so ancient as to be worthy of all acceptation, I am sure, that after the Maker of the Universe had separated the land from the water, He set about planting the substances which would produce the various minerals. In one section he distributed one or more kinds, in another section other kinds, but when He came to West Virginia, He upset the basket and spilled the whole on her territory. In any event, the fact remains, that within her boundaries is found nearly every valuable mineral deposit of every country, except the precious metals, gold and silver."

Whatever can be said of the State of West Virginia, or any part of it, can be said with truth of the Kanawha Valley. It is the garden spot of the State. It is the richest and most varied in its natural resources of all other sections. All the kinds of coal found in the State abound in thick beds in the Kanawha Valley. The splint, cannel, semi-cannel, steam, gas, fuel and coking coal are all found in Kanawha county, and there is no part of the county in which coal is not found.

The State of West Virginia stands at the head of the list of all the States in coal-bearing area, it having within its borders 16,000 square miles of coal area, while Pennsylvania, the next on the list, has 12,000 square miles, and Kentucky, the third, has only 9,000. The Kanawha Valley and the country drained by the streams flowing into the Kanawha

river, may be said to be right in the heart of this immense coal bearing area. Within this territory is found in thick beds every formation of the carboniferous epoch. Prof. I. C. White, the eminent geologist of the West Virginia University, in a recent examination between Point Pleasant, at the mouth of the Kanawha river, and Quinnimont, on the New river, measured 1,310 feet of the lower coal measures, (soft, coking and steam coals), 976 feet of the middle coal measures (splint coal), and 274 feet of the upper coal measures. The coals of all these measures are distinguished for their purity, freedom from sulphur and low per cent of ash. The exceptional purity of these coals has gained for them very high market ratings, and they are attracting the attention of capitalists both in this country and in Europe.

In the excellent work of Hon. Wm. Seymour Edwards, entitled "Coals and Cokes in West Virginia," are found valuable tables giving the results of chemical analyses of the coals and cokes of this State with comparisons between them and the products of coal fields in other states and countries. These analyses show that the coals of the Kanawha Valley are unsurpassed for their steam producing power and for the production of coke by the coals of any other region. In the high percentage of fixed carbon, low percentage of ash, and almost entire freedom from sulphur, the splint coals of the Freeport and Upper Kittanning seams, as worked in the Great Kanawha field, are unexcelled even by the famous coals of Briar Hill, Ohio, which they resemble in physical hardness, or by the coals of the Pittsburg and Youghiogheny districts in Pennsylvania. The superiority of Kanawha coals is shown by tables of analyses on pages 64 and 65 of the book above referred to. Taking the seams or mines showing the highest percentage of fixed carbon in the several states or coal fields examined we get the following result: The highest percentage of fixed carbon in the Kanawha field is shown at Eagle mines, which is 70.47 per cent; the highest in Pennsylvania, Ohio or Indiana is at Briar Hill, Ohio, which is 62.66 per cent.; and the highest in English coal is found at Yorkshire, which is 60.32 per cent.

A table on page 71 shows the candle power and gas yielding power of Kanawha coals in comparison with others. In the yield of cubic feet of gas per pound of coal in the Kanawha Valley the highest percentage is found at Acme mines, which is 6.35 per cent. At Peytona, 15 miles south of Charleston, the percentage is 6.60. The highest in Pennsylvania is found at West Moreland, 5.32 per cent. The highest in Ohio is found at Sterling, 5.25 per cent. The highest in Nova Scotia is found at Cape Breton, 5.10 per cent. The same table shows the candle power of gas per pound of coal. The highest percentage in the Kanawha valley is found at Cannelton, 64.54 per cent, and Peytona, on Coal river, 42.79 per cent. The

Post Office Building.

highest in Pennsylvania is found at West Moreland, 16.62 per cent. The highest in Ohio is found at Sterling, 18.81 per cent. The highest in Nova Scotia is found at Cape Breton, 17.32 per cent.

THE COAL RIVER REGION.—The territory drained by the Coal river, comprising about 600,000 acres, which is very rich in the carboniferous deposits, is yet undeveloped. Openings in one of the mountains 900 feet high in this region shows six veins of workable coal. Following are the veins which have been opened and the analyses:

1st vein—3 feet 9 inches, clear coal 102 feet above river.

2nd vein—7 feet splint coal, 242 feet above river.

3rd vein—2 feet 10 inches splint coal, 420 feet above river.

4th vein—5 feet cannel, 560 feet above river.

5th vein—5 feet splint, 580 feet above river.

6th vein—5 feet 8 inches, 640 feet above river.

First vein—Analysis by Lucius Pitkin, New York. Moisture, 3.35 per cent; volatile carbonaceous, 35.89 per cent.; fixed carbon, 58.89 per cent.; sulphur, 0.62 per cent.; ash, 1.25 per cent.

Fourth vein—Analysis by C. F. Chandler. Volatile, 16.00 per cent.; fixed carbon, 41.00 per cent.; ash, 13.00 per cent.; gas, per ton of 2,240 lbs., 11.20 cubic feet; candle power of gas, 12.79 per cent.; coke, per ton of 2,240 lbs., 1,380 lbs. of 33 bushels; gas, purified by one bushel of lime, 1,510 cubic feet.

Fifth vein—Splint—Analysis of Lucius Pitkin.

Moisture 1.78 per cent.; volatile combustible, 33.33 per cent.; fixed carbon, 55.25 per cent.; sulphur, 0.62 per cent.

Sixth vein—Lower bench 5 feet 6 inches of 5-feet 6-inch vein (Pitkin). Moisture, 1.92 per cent.; volatile combustible, 33.04 per cent.; fixed carbon, 57.30 per cent.; ash, 6.84 per cent.; sulphur, 0.98 per cent.

Coke from Sixth vein—Analysis by Pitkin. Moisture, 0.18 per cent.; volatile combustible, 0.00 per cent; fixed carbon, 86.03 per cent; ash, 12.96 per cent; sulphur, 0.83 per cent. "Coke, compact, gray; very good for crucible test.

Vein No. 5 is the celebrated cannel, mined years ago by the Pierreponts and used by the New York gas companies. It is the second richest coal in the world.

Vein No. 5 is the Winifrede vein, so well known as a steam coal.

Vein No. 6 is hard to identify. It continues throughout the county, and near Bald Knob is 20 feet thick. The coke made from it is excellent. The coking part of this vein is probably the same as the coking vein along the Kanawha river; but in Boone county it more nearly approaches in composition the dense Connellsville coke.

The three-foot-9-inch vein is a superb steam coal. The specimens are from near the surface and yet they show but 1.25 per cent. of ash. This coal does not cake in the fire, but flies apart. By those who have seen this coal it is thought the superior of any steam coal in America, although the vein is not very thick.

## Coke.

A table on page 77 of "Coal and Cokes of West Virginia" shows chemical analyses of Cokes of Kanawha and New River field compared with others. The quality of the coke from several states is here shown for the purpose of comparison That only possessing the highest percentage of fixed carbon and the lowest percentage of sulphur and ash in each of the states named, is given:

| | Fixed Carbon. | Ash. | Sulphur. |
|---|---|---|---|
| West Virginia (Echo Mines, New River)... | 97.710 | 1.860 | 0.569 |
| West Virginia (Cedar Grove, Kanawha River) | 95.02 | 4.40 | 0.58 |
| Pennsylvania (Connellsville) | 89.576 | 9.113 | 0.821 |
| Alabama (Pratt coal bed) | 88.875 | 8.993 | 1.182 |
| Georgia (Dade Mines) | 75.911 | 21.756 | 0.670 |
| Tennessee (Daisy Mines) | 70.830 | 16.756 | 2.132 |

The report of the board of officers appointed by the U. S Navy Department (June 19, 1884) "to investigate and report comparative merits of anthracite and bituminous coals for ordinary Navy uses," shows the superiority of the West Virginia coals as

steam producers. Following is a summary of the report of this board:

| Name of Coal. | Kind of Coal. | Percentage of combustible material. | Percentage of water evaporated per lb. of coal. |
|---|---|---|---|
| New River..... | Bituminous. ..... | 93.6000 | 10.2023 |
| Frostburg ..... | Semi-Bituminous.. | 87.7000 | 9.9357 |
| Cumberland ..... | " | 86.6700 | 10.0200 |
| Broad Top ..... .... | " | 86.1200 | 9.9940 |
| Pittsburg .... ..... | Bituminous..... ... | 91.7470 | 8.2244 |
| Lacawanna ..... | Anthracite..... | 91.0723 | ... ..... |
| New Castle, Eng... | Bituminous .. | 94.3205 | 8.6558 |

## Salt.

At one time the manufacture of salt was the principal industry of the Kanawha Valley. The brine which furnished the raw material for this immense industry is found along the Kanawha river at a depth of 1,000 feet or more below the surface of the earth and is pumped into vats and evaporated. The Kanawha salt has always been in demand by pork packers The discovery of the salt water in Michigan where cheap fuel for making salt is obtained, has operated to lower the market price of this product, and the industry in Kanawha is now almost entirely suspended, but with the recent discovery of natural gas in the vicinity of the salt wells and the opening of new coal mines, all tending to the cheapening of fuel, it is expected that there will soon be a revival of this important industry in the Kanawha Valley. The brine is utilized for the manufacture of several chemicals, such as soda ash, bromine, bicarbonate of soda and other chemicals of like nature.

## Natural Gas.

Natural gas has been found on the Kanawha nine miles above Charleston. It is an excellent quality, of high pressure, and is thought to be inexhaustible. It is now brought to Charleston by means of a pipe line nine miles long and used in the city for all purposes of heating and illumination.

## Iron Ore.

Good workable veins of black band iron ore, carbonate iron ore, red fossil, red shale and pipe ores have been found intermittingly throughout the Kanawha, New River, Coal, Elk and Gauley valleys, but have not been developed, because of the more important development of the coal industry, and second, because of the lack of railway lines to make them accessible to market.

## Clays.

A fine quality of fire clay abounds in every sec-

tion of the county, as also a good quality of potter's clay. The want of capital by the owners of these fire clay lands has prevented or retarded their development. The manufacture of brick and pottery from these clays promises to be among the most important industries of the Kanawha.

## Building Stone.

The sand stone of the Kanawha Valley is excellent for building purposes and is now used very extensively. It is remarkably hard, clear and durable, and is famous throughout the country for its superiority. Nearly all the public buildings of Charleston are constructed of this stone, as also are the government locks and dams on the Kanawha river. A superior quality of brown stone is found on the New river close to Charleston. This stone is also extensively used in buildings in Charleston and a great deal of it is shipped to distant sections of the country.

## Glass Sand.

There is an abundance of glass sand found in the Kanawha Valley, but it is yet undeveloped.

## Timber.

It is said upon good authority that West Virginia has more of a surplus of hard woods than any other ten States in the Union. Half of the State is covered with virgin forests of hard woods, such as white-oak, chestnut-oak, black-oak, red-oak, hickory, locust, white maple, sugar maple, cherry, birch, gum, black walnut, sycamore, etc., and soft woods, such as pine, tulip poplars, lindens, cucumbers, buckeyes, ashes, and hemlocks. Mr. George W. Summers, in his World's Fair book entitled the "Mountain State," says on this subject: "These splendid forests of thousands of acres of untouched timber, where nearly every kind of timber found in the North American continent may be seen, where trees grow to such size that ordinary methods will not suffice to handle them, and where the forests are so thick that the light of day scarce penetrates their shade, and pathways must be cut before the axeman can find room to work, have yielded annually millions of feet of timber, which has gone to nearly every country on earth and given to West Virginia timber a world wide reputation. From European countries capital has come and been invested in the woods of West Virginia, and agents come from England every year to purchase West Virginia timber. No finer oak or poplar grows beneath the sun than that which may be found in almost any county in the State. The magnificent size, the excellent quality of the timber, and the great variety, give to the timber lands of West Virginia unusual value, and have, particularly in the last few years, attracted the attention of timber men from almost every quarter."

# INDUSTRIES OF THE KANAWHA VALLEY.

THE industrial development of the Kanawha Valley may be said to have begun about the time the first railroad (the C. & O.) was constructed through the Kanawha Valley and put into operation (about 1872.) At that time only three collieries were in operation in the southern part of the State, or more particularly speaking, in the Kanawha and New River valleys. These were the Kanawha and Ohio Coal Company's mines, at Coalburg, the Campbell's Creek Coal Company's mines at Campbell's Creek, near Malden, and the Raymond City Coal Company's mines at Raymond City, in Putnam county. Each of these companies had been shipping coal exclusively by boats and barges on the Kanawha river in its then unsatisfactory condition, before the United States Government had taken hold of the river to improve it by a system of locks and dams. The development of the coal industry advanced at a rapid rate when the work of constructing the locks and dams began. Every year added new collieries to the list till now the collieries in the Kanawha and New River valleys number over seventy, and new mines are being opened constantly. Over nine thousand men are now employed in mining coal in the Kanawha and New River valleys, and the production of coal and coke in this region amounted to 3,758,732 tons for the fiscal year ending June 30, 1893.

The rapid development of the coal and coke industry of the Kanawha and New River valleys and of the southern part of West Virginia indicates that this will soon become the centre of the coal and coke industry and trade of the entire continent. The superiority of Kanawha coals and cokes, the low cost of their production and the splendid transportation facilities afforded by the two trunk line railroads and the Kanawha river with its system of locks and dams, affording a boating stage at all times, combine to give the Kanawha Valley producers decided advantage over their competitors in the markets from other fields. As an inevitable consequence Kanawha coals have been enabled to win their way into markets 2,000 miles distant and to virtually control the markets of the lower Ohio and Mississipi valleys. Already a great deal of that immense coal industry that has made Pennsylvania one of the wealthiest states of the Union is being transferred to the Kanawha and New River valleys on account of the superior quality of the coal, the low cost of production the proximity to the western markets and the superior shipping facilities.

In the work of Mr. Edwards, "Coals and Cokes of West Virginia," from which extracts have already

been inserted in these pages, will be found interesting tables (pages 114 and 115) showing in striking contrast the superior economy with which Kanawha coals are mined in comparison with those of Pennsylvania fields. During the past ten years the prices paid the miner in the Kanawha district have uniformly averaged from 7 to 14 cents per ton ($\frac{1}{4}$ to $\frac{1}{2}$ a cent per bushel) less than in the Pittsburg and Pennsylvania districts. For the years 1890 and 1891 the prevailing rate in the Kanawha district has been 77 cents per ton ($2\frac{3}{4}$ cents per bushel) as against 84 and 98 cents per ton (3 and $3\frac{1}{5}$ cents per bushel) paid in the First and Second Pennsylvania districts (Youghiogheny and Monongahela) for both railroad and river coals, or 70 and 84 cents per ton in the Fourth Monongahela pool collieries averaging $\frac{1}{2}$ cent per bushel less. Within the last year the prices of mining in the Kanawha field have been reduced to 30 and 40 cents per ton for soft coal and 50 to $62\frac{1}{2}$ cents per ton for hard coal.

Another table in Mr. Edwards' book giving the prices paid per ton for the mining of the softer gas and steam coal of the Kanawha, New River and Flat Top Mountain districts, reveals a yet greater reduction of first cost in favor of the West Virginia producer. The prices paid the miner in the Meigs and Belmont districts, in Ohio, averaged 40 and 50 cents per ton during the year 1891–2, while the price paid the miner in the Kanawha district was 49 cents per ton at Eagle mines, 50 cents at Powellton, (40 cents for 1891) and 25 cents at Ansted mines, with 50 cents in the New River district for both years and 35, 31 and 25 in the Flat Top districts.

As has already been intimated, the Kanawha coals, on account of their superiority and proximity to market, are ousting the Pittsburg coals from the markets of the lower Ohio and Mississippi. Another table in Mr. Edwards' book gives comparisons of total bituminous coal receipts in the Cincinnati markets for seventeen years, showing—

First—That in 1874–5 Kanawha coal receipts in Cincinnati were about one-fifth of the Pittsburg coal receipts, and that in 1890 and 1891 Kanawha coal receipts had increased to almost one-half of Pittsburg coal receipts.

Second—That in 1874–5 Kanawha coal receipts were about one-fourth less than all bituminous coal receipts other than Pittsburg, and in 1890–1 Kanawha coal receipts were over twice as much.

Third—That while in 1874–5 Kanawha coal receipts equaled one-eighth of all bituminous coal received in Cincinnati markets, in 1890–1, Kanawha coal receipts had grown to be over one-fourth of all, and in an increasing market.

Fourth—That in seventeen years Kanawha coal had gained on Pittsburg coals 26 per cent; gained on all other bituminous coals 140 per cent. and on an increasing market 14 per cent.

## Lumber.

Next in importance to the coal industry of the Kanawha Valley is that of lumber. From 12,000 to 15,000 persons are engaged in cutting timber and manufacturing it into lumber for building and other purposes. The lumber industry is yet in its infancy, for as new railroad lines which are now being pushed into the untouched forests of hard woods, making them accessible to market, this industry will increase.

## Other Industries.

The industries of the Kanawha Valley are numerous and varied. They include, besides mining coal and manufacturing lumber, the quarrying and marketing of building stone, manufacturing of building and paving brick, mining fire clay, manufacture of tobacco and cigars, woolen fabrics, wagons, carts, coaches and buggies, building boats, manufacture of furniture, milling, agriculture, horticulture, &c

Charleston is not, in any sense, a boom town, but its growth has been healthy, substantial and rapid. The steady increase of the output of its factories and the expansion of the trade of its merchants have never been retarded by financial panics and business depressions.

# TRANSPORTATION FACILITIES.

## By Rail.

CHARLESTON is fortunately situated with regard to direct connections with the surrounding country by railroads running in all directions.

The Chesapeake and Ohio railway, which touches Charleston, traverses the Kanawha and New River valleys on the south bank, giving to Charleston a trunk line *eastward* through the timber, coal and coking regions west of the Alleghenies and direct rail connections with the East, Northeast and Southeast, and *westward*, giving the city direct rail connections with the West, Northwest and Southwest. The trunk line of the C. & O. Railway between the East and West is fed with an immense local traffic in West Virginia by numerous short branches running out from the main line, north and south to the coal and coking works and the various manufacturing plants now being established in the interior.

The Kanawha and Michigan railway whose northern terminus is at Toledo, Ohio, and southern terminus at Gauley Bridge, West Vairginia, 38 miles east of Charleston, where it connects with the C. & O. main line by means of a steel bridge spanning the New River, traverses the Kanawha Valley on the

north bank of the river, passes through Charleston, paralleling the Kanawha river for 95 miles and the C. & O. Railway for 53 miles.

Thus the two railroads, (the C. & O. R'y and the K. & M. R'y), and the Great Kanawha river give to Charleston three competing lines of transportation, east and west, and putting freight rates down to the minimum. The Kanawha and Michigan railway also connects with the C. & O. short line which runs up the valley of the Gauley, and which, when completed, will connect with the West Virginia and Pittsburg railway (a member of the Camden system) at Camden-on-Gauley. The Camden system consists of a net work of railroad lines covering the interior of the State immediately north of Charleston.

The Charleston, Clendennin and Sutton Railroad is an independent short line road running out from Charleston up the valley of the Elk river. It was built mainly by Charleston capitalists, and is designed, first, to open up and develop the rich coal deposits of the Elk valley, together with the other minerals and timber of that country; and second, to furnish a direct rail line to the interior of the State, connecting at Sutton with the Camden system of roads. The C. C. & S. is now constructed and in operation as far as Clendennin, 21 miles north of Charleston, and the work of constructing the road will be pushed ahead as speedily as possible till Sutton is reached.

The following table shows the distance from Charleston to the principal points east and west:

GOING EAST.

| | Miles. |
|---|---|
| South Ruffner | 2 |
| Snow Hill | 4 |
| Dana | 5 |
| Malden | 6 |
| Burning Springs | 8 |
| Piatt | 9 |
| Brownstown | 10 |
| Witchers | 12 |
| Winifrede | 13 |
| Shrewsbury | 16 |
| Coalburg | 17 |
| Cedar Grove | 18 |
| Riverside | 20 |
| Paint Creek | 22 |
| Roe | 23 |
| Handley | 24 |
| Montgomery | 26 |
| Cannelton | 26 |
| Eagle | 29 |
| Mt. Carbon | 31 |
| Loup Creek | 32 |
| Kanawha Falls | 36 |
| Gauley | 38 |
| Cotton Hill | 43 |
| Hawk's Nest | 45 |
| Fayette | 50 |
| Nuttall | 52 |
| Caperton | 55 |
| Sewell | 57 |
| Fire Creek | 59 |
| Thurmond | 63 |
| Stone Cliff | 65 |
| McKendree | 71 |
| Prince | 74 |
| Quinnimont | 75 |
| Hinton | 97 |
| Talcott | 107 |
| Lowell | 109 |
| Alderson | 118 |
| Fort Spring | 125 |
| Ronceverte | 131 |
| White Sulphur | 142 |
| Covington, Va | 167 |
| Clifton Forge | 176 |
| Staunton | 236 |
| Charlottshille | 273 |
| Washington | 388 |
| Baltimore | 431 |
| Richmond | 369 |
| Newport News | 444 |
| Old Point | 454 |
| Philadelphia | 537 |
| New York | 617 |

| | Miles. |
|---|---|
| Elk City | 1 |
| West Charleston | 2 |
| Black Band | 4 |
| Mound | 5 |
| Spring Hill | 5 |
| Rawn | 7 |
| Farm | 8 |
| St. Albans | 11½ |
| Sattes | 12 |
| Lewis | 13 |
| Lock Seven | 14 |
| Poca | 18 |
| Scott | 19 |
| Raymond City | 19 |
| Cade's | 21 |
| Queen City | 21 |
| Hurricane | 25 |
| Red House | 26 |
| Midway | 33 |
| Milton | 36 |
| Buffalo | 36 |
| Ona | 36 |
| Barboursville | 41 |
| Guyandotte | 47 |
| Huntington | 50 |
| Kellogg | 54 |
| Ceredo | 55 |
| Kenova | 57 |
| Point Pleasant | 57 |
| Catlettsburg | 60 |
| Gallipolis | 61 |
| Ashland | 66 |
| Middleport | 69 |
| Russell (Ironton) | 70 |
| Athens | 106 |
| Portsmouth | 107 |
| Maysville | 148 |
| Columbus | 191 |
| Covington (Ky.) | 210 |
| Cincinnati | 212 |

The roads, leading out from Charleston in five different directions, furnish railroad facilities enjoyed by but few cities of its size in the country. Leaving Charleston you can reach Huntington in 1:19 (one hour and nineteen minutes); Cincinnati, 5:44; Point Pleasant, 2:15; Gallipolis, 2:45; Columbus, 8:30; Parkersburg, 6:00; Wheeling, 10:00; Montgomery, :44; Hinton, 2:53; White Sulphur Springs, 4:31; Clifton Forge, 5:48; Staunton, 7:57; Charlottesville, 9:14; Richmond, 13:23; Newport News, 15:58; Old Point, 16:33; Washington, 12:45; Baltimore, 13:57; Philadelphia, 16:08; New York, 18:43. A business man can leave Charleston at 7 o'clock in the evening, after business hours and arrive in New York at 1 o'clock the next day, transact business in that city and leave at 5 o'clock on his return and reach Charleston the next day at 12:40 (noon) being absent from home only 41 hours and 40 minutes.

## By Water.

Charleston is fortunately located also with reference to water transportation. It is situated on the north bank of the Great Kanawha river, which flows into the Ohio at Point Pleasant, 263 miles below Pittsburg, and which opens up to shippers the entire inland water way of the continent, for all Ohio and Mississippi ports, affording over 16,000 miles of inland water navigation. The construction by the United States government, of a splendid system of locks and dams on the Kanawha, which is now nearly completed, gives to the river a navigable depth of water of six feet at all times, and affords a means of cheap transportation not surpassed by that of any other inland city in the United States. The object of the construction of the locks and dams in the Kanawha river was to give a constant navigable depth of water of six feet from Point Pleasant, where the Kanawha joins the Ohio, 58½ miles west of Charleston, to the foot of Loup creek shoals, 26 miles

Lock and Dam No. 6, four Miles below Charleston. View of part of the Dam (the "Navigation Pass" part) during construction. Inside of the coffer dam next to the lock. The foundations of this part of the work are shown nearly completed. One wicket and one bridge trestle are standing in place next to the lock wall. Several wicket horses and props, ready to receive the wickets, are also erect in place. Other irons, as hurters, trestle boxes, &c., also partly placed.

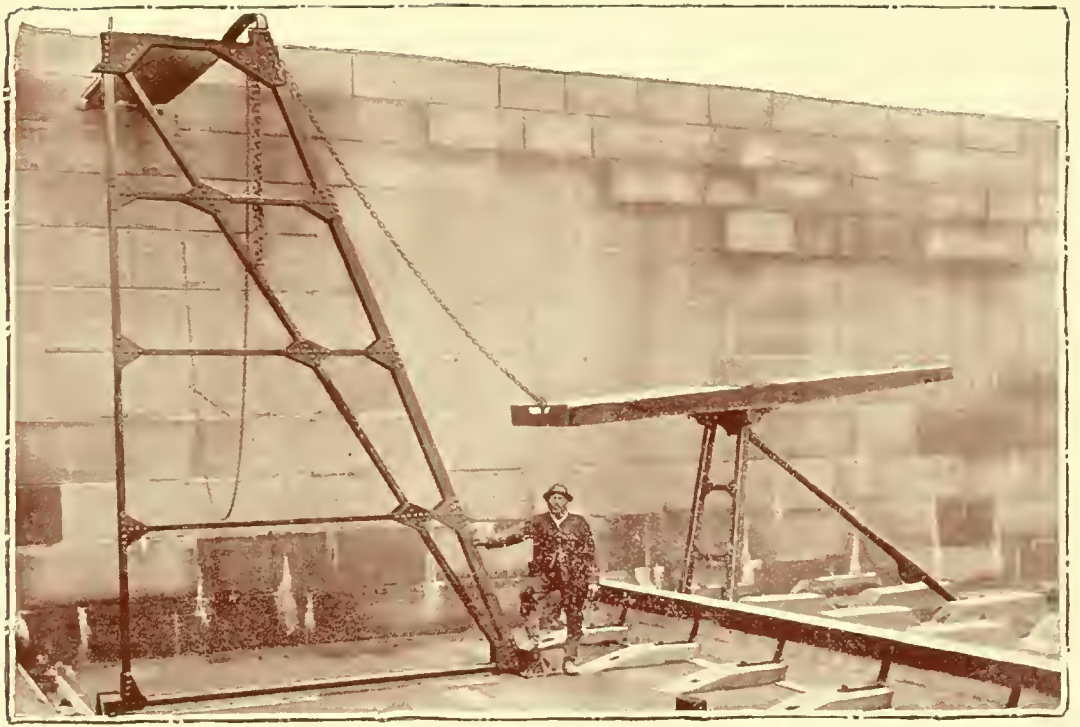
east of Charleston, making a continuous slack water navigation of 90½ miles, the slack water reaching 6½ miles above the first lock and dam.

The movable dams on the Kanawha river were the first constructed in America. Their usefulness and adaptability are now thoroughly recognized and established. The dams are kept up while the water is low to produce the required navigable depth in the river (6 feet), and down during seasons of high water to permit boats to pass over. Their advantage over the ordinary fixed dams for commerce on a river such as the Great Kanawha, are very decided, as they furnish a navigable stage of water without its usual drawbacks. With fixed dams everything must pass through the locks, and with them navigation is entirely suspended when the river is nearly or quite above the lock walls. With movable dams the locks are used only when the natural stage of water is so low as to render them necessary to produce the required navigable depth. At all other times the dams lay down flat on the bed of the river, out of the way, affording unobstructed navigation. This is a great advantage to all classes of commerce, and it is particularly so with coal, which is transported to market in fleets of large barges. It will of course be understood that more barges can be taken by a tow-boat and better time made on an open river, where there is sufficient water for such navigation, than when the stage of water is so low as to render the locks and dams necessary. Another advantage derived from the movable dams, and a very decided one, is the wash and scour that is given to the banks of the river by the strong current when the dams are down.

The following table taken from the report of Mr. A. M. Scott, assistant U. S. Engineer to W. P. Craighill, and published in the annual report of the Chief of Engineers of the U. S. Government, shows the principal tonnage of freight shipped on the Kanawha river for the year ending June 30, 1893:

| ARTICLES. | QUANTITY. | TONNAGE. |
|---|---|---|
| Coal (bushels) | 22,983,000 | 919,000 |
| Timber (feet B. M.) | 29,800,000 | 48,000 |
| Oak staves | 1,747,800 | 5,600 |
| Tanbark (cords) | 682 | 682 |
| Hooppoles | 832,000 | 2,080 |
| Railroad Ties | 570,000 | 85,500 |
| Shingles | 2,850,000 | 430 |
| Brick | 250,000 | 625 |
| Mdse., etc., by steamboats | | 53,800 |
| Total | | 1,116,537 |

The total tonnage on the great Kanawha river for 1892, as shown by the government authorities was 1,360,750 tons. The shipment of coal by river that year was 26,787,788 bushels (1,071,511 tons). The temporary falling off in 1892 was no doubt due to the general business depression and a remark-

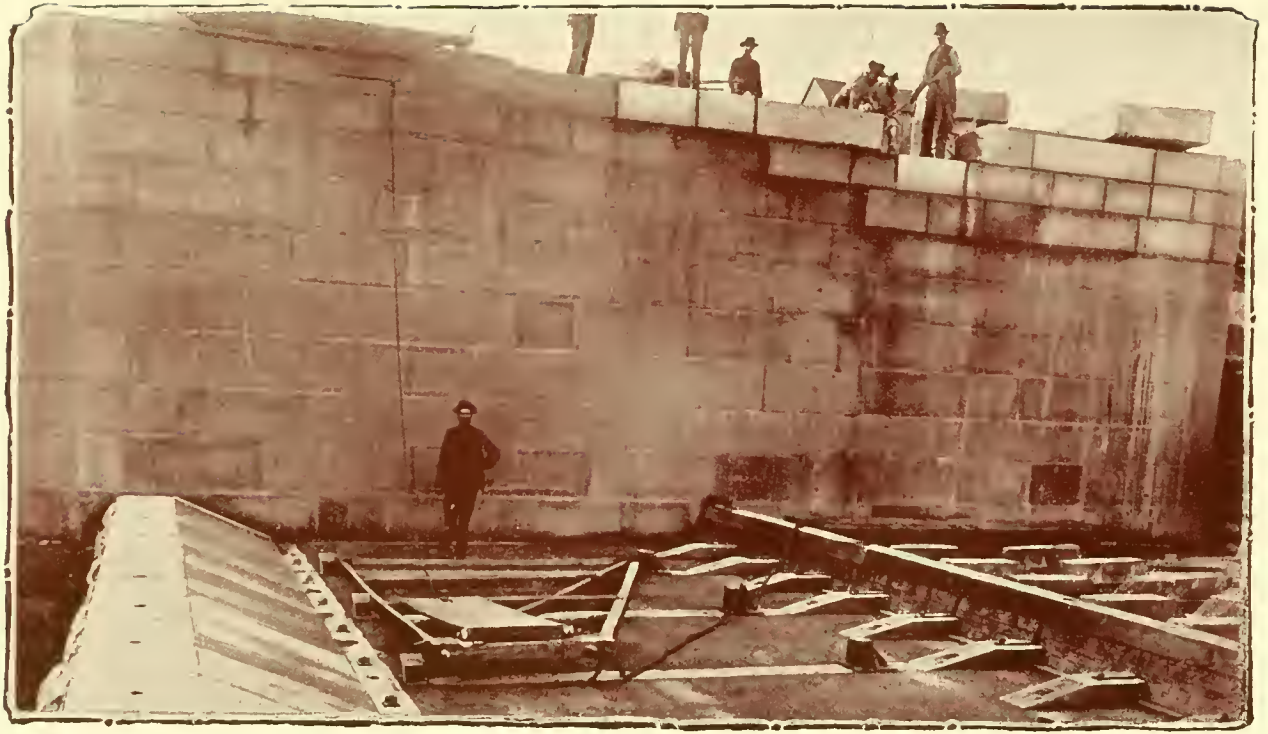


Lock and Dam No. 7, one mile below St. Albans. Inside of 1st section of coffer dam for Navigation Pass, next to lock wall, after the completion of this part of the foundations. One wicket and one service bridge trestle in place, the wicket being "on the swing," or *en bascule*.

ably low water season in the lower or unimproved part of the Kanawha and in the Ohio.

As will be seen by the foregoing table coal is the principal product shipped to the market. The manner of shipping coal on the Kanawha and Ohio rivers is by means of barges towed by steam tugs or "tow boats". It secures remarkably cheap transportation, the freight rates being the lowest (probably without exception) of any inland transportation in the world. The coal barges themselves, considering their capacity and service, are cheap carriers. They cost from $800 to $1,200 and last about ten years. The barges are generally about 130 feet long, 25 feet wide and 7½ feet deep. A barge carries from 10,000 to 14,000 bushels, or from 400 to 560 tons of coal. The average, 1,200 bushels or 480 tons, equals the capacity of a railroad train of 20 cars of 20 tons each. A small tow of 4 barges, easily handled by a small tow boat and passed through the locks when the dams are up at one lockage, have nearly or quite 50,000 bushels, or 2,000 tons, enough to fill 10 freight cars of 20 tons each. In open navigation a tow boat handles from 4 to 14 barges, the number depending upon the stage of the river and the size of the tow boat. On the Ohio, from the mouth of the Kanawha down, the Kanawha tow boats handle from 14 to 34 barges. A fleet of 30 barges carries about 375,000 bushels or 15,000 tons. It is ascertained that this amount of coal loaded into 20 ton cars would equal the amount contained in 30 railroad trains of 25 cars each, or a continuous train of cars 5½ miles long.

The general rate for towing coal from the Charleston pool to Cincinnati is one cent per bushel, or 25 cents per ton. Operators who hire barges pay half a cent a bushel rent for the barge, making the cost of the transportation of coal to Cincinnati to operators who hire both barges and towing, 1½ cents per bushel, or 37½ cents per ton. This includes the return of the empty barge to the mine. The rate to Cincinnati, a distance from Charleston of 263 miles by the river, is one-seventh of a cent per ton per mile. For longer distances, or to points on the Ohio and Mississippi below Cincinnati, the rates per mile are much less. The rates from Cincinnati to Louisville and points between, average about 10½ cents per ton, making the cost from the Charleston pool to Louisville, including towing and rent and return of barge, 18 cents per ton. The distance from Charleston to Louisville being 391 miles, makes the rate 1 21-100 mills per ton per mile. These rates, it will be seen, are for comparatively short distances. A considerable quantity of Kanawha coal is towed to points on the lower Mississippi, as far down as New Orleans. The distance from Charleston to New Orleans is 1,776 miles, and the rate for the transportation of coal to that point is $1.25 per ton, or about one-fourteenth of a cent per ton per mile. The average rate by rail is one-third of a cent per mile.



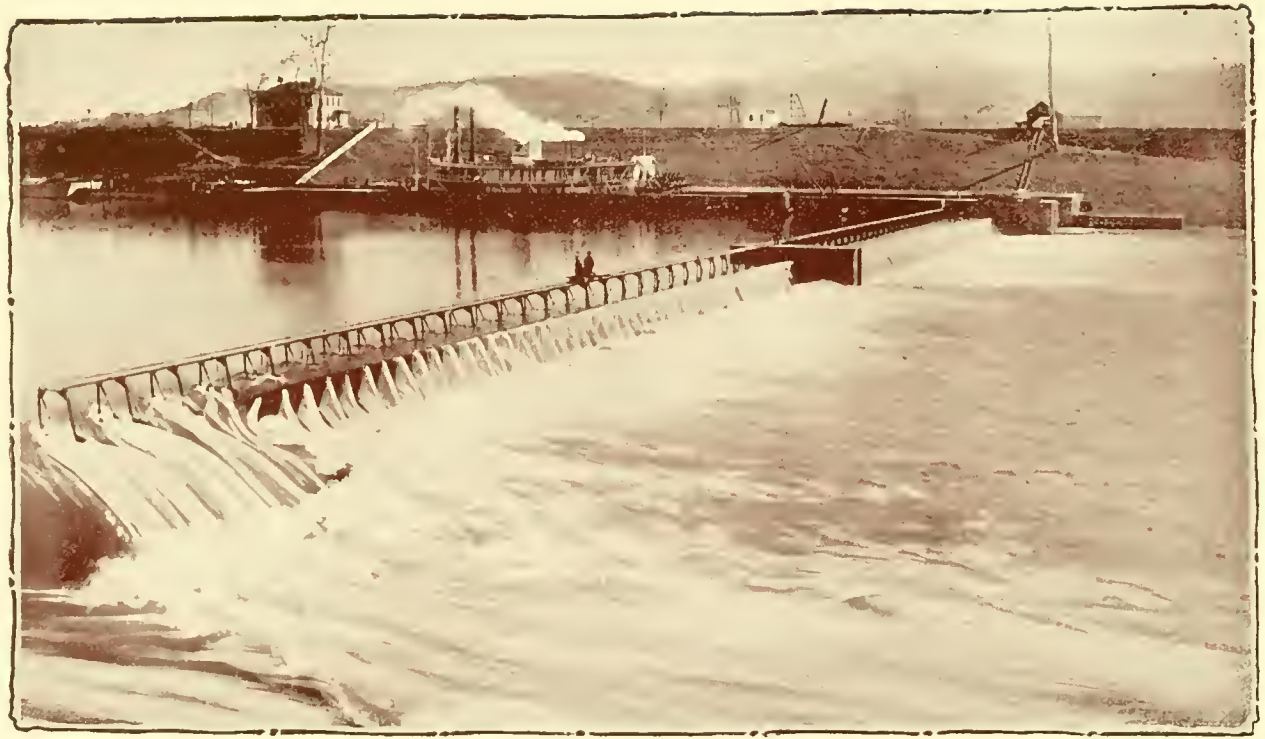
Lock and Dam No. 7. Showing inside of 1st section of Coffer dam for navigation pass, next to the lock wall, after completion of this part of the foundations. One wicket and one service bridge trestle in place—both lying down.

These are the rates that prevail on the river at present, but as the construction of the locks and dams progresses and business increases, the tendency is all the time to lower rates. The rates given above apply to operators who hire both barges and towing. To operators who own their own barges, or towboats, or both, as many of the principal operators on the river do, the cost of transportation is very much decreased. These rates, it must also be remembered, are for transportation over the river in its present condition, three of the locks and dams being yet uncompleted.

The benefits to result from the completion of the three remaining locks and dams (now under construction and to be completed in 1896), not alone to Charleston and the Great Kanawha Valley but to the entire region of the lower Ohio and Mississippi valleys, in the interest of cheap transportation, are obvious and important. The daily guage record kept at Charleston, on the Kanawha and at Point Pleasant on the Ohio (at the mouth of the Kanawha) for a period of eleven years, shows that at Charleston the gauge read 6 feet or more, on an average of 140 days in the year, while on the Ohio river at Point Pleasant the guage read 6 feet or more on an average of 251 days in the year, or in other words, there was a natural boating stage in the Ohio river 111 days more in the year than in the Kanawha. This was, of course, before the locks and dams were built which furnished a pool stage at and below Charleston. This record shows that without locks and dams on the Kanawha, coal can be shipped on the Ohio from Point Pleasant down a considerable longer time (111 days) in the year than on the Kanawha River, and indicates the immense advantage to be derived by Charleston and the Kanawha by the completion of the system of locks and dams, which will give a boating stage on the Kanawha river the whole year around.

These facts and figures in regard to the river improvement, manner and rates of transportation, &c., are taken from the official reports of Mr. A. M. Scott, U. S. resident engineer, to Col. Wm. P. Craighill, published in the reports of the Chief of Engineers. The following extract is also from one of these reports (that for 1889). In that report Mr. Scott says:

"The completion of the slack water improvement will practically put the Kanawha coal fields much nearer market. On corresponding stages of water in the Ohio and Great Kanawha the same tow boat takes nearly or quite three times as many barges in a fleet in the Ohio from the mouth of the Great Kanawha down as can be handled safely in the latter stream. This is owing mainly to the difference in the width of the two rivers. Consequently it always takes a tow boat at least three days in the Kanawha after a rise begins, to get through enough barges to the mouth of the river, to make a full fleet or "tow" for the Ohio. It often happens, too, that the Kana-



Lock and Dam No. 6. Showing the Dam *up*. View taken from the abutment side. Tow-boat with empty coal barges just passing out of the lock. Part of the *Weir* of the dam is open, a few of the weir wickets and bridge trestles next to the abutment (the abutment is not shown in the picture), having been put down on account of a small rise in the river.

wha rise will "run out" before the tow is made up. It is well known that when a coal boat rise occurs at Pittsburg and on the Great Kanawha at the same time, the Pittsburg tows pass Point Pleasant before the Kanawha tows are ready to start from there. This "doubling" in the Kanawha to get a fleet ready to start from the mouth represents, both in time and expense, fully three hundred miles in distance, with full tows in the Ohio. After the slack water improvement is completed the great part of the coal mined for river shipment during low water stages (*i. e.* when the movable dams are up) will be locked down to the mouth about as fast as the barges are loaded, with smaller tow boats, too, and less expense than now, and held there ready to go down the Ohio as the water in that stream admits. The slack water will be of great advantage, too, in affording reliable navigation for the return of empty barges. There is much trouble now about this in low stages and it is a frequent cause of suspension at the mines. In short, the continuation of the locks and dams to the mouth of the river will not only or quite double the time for shipping coal, but will, in effect, put the great Kanawha coal fields about 300 miles nearer the markets of the lower Ohio and Mississippi valleys."

Since this report was written two additional locks and dams have been completed, (Nos. 7 and 8), and about 20 miles of slack water has been added thereby to the slack water system of the Great Kanawha river, affording already much of the advantages which Mr. Scott anticipates for the Kanawha shippers when the locks and dams shall have been completed to the mouth of the river. As has already been stated, the system will be finished within two years, the contracts providing that the remaining locks and dams, Nos. 9, 10 and 11, now under construction, shall be completed in the year 1896.

Practically speaking, the completion of the Government improvement of the Kanawha river will transfer, in a very large measure, the immense coal industry of the Pittsburg region to the Kanawha Valley, as Pennsylvania coal operators cannot successfully compete with the Kanawha operators in the markets of the lower Ohio and Mississippi valleys after the U. S. Government completes its system of locks and dams on the Kanawha river.

These locks and dams being constructed and operated by the Government, the shipper is at no expense, whatever, in the way of tolls or charges for lockage—another advantage of Kanawha coal operators over their Pennsylvania competitors who have to pay tolls of from $2\frac{1}{2}$ to $7\frac{1}{2}$ cents on every ton of coal shipped on the Monongahela river.

Some classes of real estate in Charleston have trebled in value within the last six or eight years. This is the result of the rapid building up of industries in and about the city.

View on the Great Kanawha River. A fleet of loaded coal barges (with two tow boats,) tied up in the No. 6 or Charleston Pool. A coal barge is generally 25 feet wide, 130 feet long, draught from 6 to 7 feet. Capacity loaded to 6½ feet is about 14,000 bushels or 560 tons.

# A PROSPECTIVE VIEW.

THE industrial development of the Kanawha is yet scarcely begun. The completion of the lines of railroads now under construction and the building of the other lines soon to be begun will open up vast fields of timber and minerals yet untouched by railway lines. The Charleston, Clendennin and Sutton railroad, now under construction and soon to be completed to Sutton, 80 miles north of Charleston, where it connects with the West Virginia and Pittsburg railroad, will open up the Elk Valley territory, rich in minerals and timber, and with the opening of the coal mines, the building of coke ovens and the establishment of lumber manufactories along the Elk river will contribute a large trade to Charleston.

The valley of the Gauley is also being opened up by a new branch of the Chesapeake & Ohio railway. This is another territory rich in natural resources, and the completion of this road, which is also to connect with the West Virginia and Pittsburg road, will result in opening up valuable industries which will be tributary to Charleston.

Far the most important line of railway now in contemplation, and which will likely be completed within the next two or three years, is the Chesapeake & Ohio line, which will begin at Huntington, run up the Guyandotte river to Logan Court House, thence through Logan and Wyoming counties, in each of which the coal and timber are yet almost untouched, to the head-waters of the Guyandotte, where the mountain will be tunnelled to unite this branch with the Piney river branch leading out from the C. & O. main line in Raleigh county. This line is to be constructed for a two-fold purpose, first, to give the C. & O. railway a parallel track through the coal and timber regions of southern West Virginia, and second, to get possession of the territory lying between the two lines in order to develop the minerals of this region. The Vanderbilts, who have a controlling interest in the C. & O. Railway Company, have purchased large tracts of timber and mineral lands in this territory, and this new line is to be built for the purpose of bringing the products of this immense territory to market.

It is expected that by the first of August, 1891, work will be begun on the construction of the Coal River railroad, which is to begin at St. Albans, twelve miles west of Charleston, and run up the Coal river to the junction of Big and Little Coal and thence one line up each Big and Little Coal rivers to reach the rich beds of coal and forests of valuable hard wood timber to be found in great abundance in the coal river basin. John D. Rockafeller, the millionaire oil king, is interested in the construction of this road, and it will likely be pushed through without delay. The development of the Coal River

country will be of immense value to Charleston, as all the trade of that country comes to the Capitol City.

A company has been organized to build a railroad to begin at Belva, on the Gauley River in Nicholas county, and run to the mouth of Blue Creek, on the Elk River, in Kanawha county. This road will connect with both the C. & O., short line on Gauley river and the Charleston, Clendennin and Sutton on Elk river and is designed to develop a new territory of minerals and timber.

A company has just been formed to build a railroad to begin at Cannelton, 26 miles east of Charleston and run up Bell creek to open up the coal and timber of that territory.

Numerous short line railroads running out from the trunk line of the C. & O. R'y, have already been constructed, and they are rapidly developing the country through which they penetrate. Among those are the Kanawha and Coal River railroad up Davis creek, 15 miles long; Fields Creek road, 6 miles long; Cabin Creek road, 15 miles long; Paint Creek road, 6 miles long; Armstrong Creek road, 6 miles long; Morris Creek road, 7 miles long.

Numerous other short branches will be constructed within the next year.

With the completion of the railroads now under construction and soon to be constructed, and the completion of the slackwater navigation on the Kanawha, the coal, timber, and other industries of the Kanawha Valley will be increased ten-fold within the next five or six years, as there are raw materials here for a large variety of manufactories, such as the mining of fire-clay, iron-ore, the boring for and production of petroleum, rock and carbon oils, the manufacture of various kinds of brick, crockery ware and pottery ware.

## TO HOME SEEKERS.

ALL those who are seeking new homes or opportutunities for the investment of capital, where handsome profits can be realized, are invited to come to Charleston and satisfy themselves of the unsurpassed advantages offered here.

## Ward's Marine Boiler Works.

Among the leading industries of Charleston are the Ward Marine Water Tube Boiler and Engineering Works, owned and operated by Mr. Charles Ward. These boilers are celebrated everywhere for their great strength, minimum weight, maximum generative power, compactness, absolute safety, rapid circulation, dry steam, ease of transportation and repair. They are specially adapted to ocean vessels, as they sustain the vibratory motions of steam vessels, yachts, packets, tugs, etc. They are fitted and furnished complete at the works with ash pans, grates, casing, fire brick and fire tile lining, smoke hood, smoke stack, patent pop safety valves of legal area, steel combination water column, with glass water gauge, dry cocks and blow off valves, in accordance with the requirements of the United States inspection laws. Each boiler is tested to 300 pounds hydraulic pressure before leaving the works. The construction of these generators is very simple and consequently there is but little loss of time in making repairs. They are used in the muddiest of rivers and are easily cleansed. They are so arranged that the mud does not collect in the various parts, but upon entering the boiler, it is at once precipitated to the bottom of an interior cylendar, from which it is expelled very easily by blowing off. Steam engineering has been in a great measure revolutionized by the intro-

duction of the Ward Steam Generators, they having been the first water tube steam generators to be used by the United States Navy and Merchant Marine. Since their first introduction into the service they have rapidly come into great favor and are now in use upon a large number of vessels, both in the United States Navy and the Merchant Marine. The great battle ship Monterey, built for service as a coast defense vessel, is fitted with the Ward Boilers. Hundreds of private yachts, cutters, launches and other vessels propelled by steam power carry the Ward Boilers, and the owners of these vessels after a thorough trial of the boilers speak of them in the highest terms of praise.

Mr. Chas Ward, the inventor of these boilers, and owner of the works, is recognized as a high authority on steam engineering by ship owners and marine people generally throughout the country. He is a member of the Society of American Mechanical Engineers, a member of the Society of Naval Architects and Marine Engineers, and of the American Society of Naval Engineers. He was also a member of the Advisory Council of the International Engineers' Congress of the World's Fair.

The Ward Boiler Works is a large plant. Its 12,000 square feet of floor space is covered with the most improved machinery, and yet Mr. Ward is pushed to keep up with the orders which are crowding in upon him. The increase of work recently has necessitated the working of over-time. Besides the large force of artisans employed at the works, Ward has gangs of men at work at Jeffersonville, Ind., and Buffalo., N. Y., placing these boilers on vessels. Among the recent shipments of steam generators or boilers from these works, is a large one to Buffalo, New York, for the revenue cutter, "Calumet;" two large boilers to San Francisco for Government launches, one for a ferry-boat at the Government Training Station, Newport, R. I; two very large boilers for the new steel hull tow-boat "Mascotte," of the Kanawha and Ohio Transportation Co., building at Jeffersonville, Ind. There is now nearly completed at the Works two large boilers for the passenger steamer "Unique," for service on the lakes, which is to make 25 miles per hour. A boiler has just been shipped from the Works for the yacht "Emily," at New York. Boilers are now being constructed for the U. S. Naval Academy at Annapolis, Md. Mr. Ward makes a specialty of light draught steamers for river use.

Those who desire information concerning Charleston in addition to that contained in these pages are invited to correspond with any of the business men of the city.

# BURLEW OPERA HOUSE.

Charleston has one of the finest theatre buildings in the State. The Burlew Opera House was constructed and opened to the public October 15, 1891. It is located on Capitol street and is a magnificent building of handsome architectural design and finish. It is built of brick and brown stone. The main entrance from Capitol street leads to the auditorium on the ground floor, about 50 feet from the street. Main floor, the balcony and gallery have a seating capacity of 1,500. Besides this, there are ten handsomely fitted and decorated private boxes.

The stage is 41x65 feet; heighth to rigging loft 55 feet; width between girders 40 feet. There are 12 well appointed dressing rooms, and on every hand are exits and fire escapes so that in case of fire the house could be readily emptied. There is steam heat, gas and electric light. Taken altogether it is certainly a perfect theatre in point of accommodation, and is exquisitively decorated and has perfect acoustic properties. The manager of the House is Mr. N. S. Burlew who is careful to list nothing but the best of attractions obtainable, and the people endorse his course by liberal patronage.

The accompanying portrait is that of Mr. Thomas Popp, the Real Estate and Insurance agent. Mr. Popp is one of the most pushing and enterprising business men of the city. He has been in business for thirteen years and in that time has earned an enviable reputation as a careful and reliable business man. His business as a real estate agent has brought him into contact with large capitalists and land owners in all parts of the country and he has a large acquaintance throughout West Virginia and adjoining states. He is a member of the National Real Estate Congress, to which he was appointed by Gov. MacCorkle to represent the third district of West Virginia. Mr. Popp does a considerable business in the management of estates, collecting rents, paying taxes for non-residents, and attends to every detail in the real estate agency business. He has recently been appointed agent of the Royal Fire Insurance Company of Liverpool, one of the best insurance companies in the world. Mr. Popp has his office in splendid quarters in the Washburn block 52½ Capitol street, where he will be glad to see those who desire to buy or to sell city or suburban property or farming or coal and timber lands, or who desire to place insurance in a good company.

## W. W. Branch Veneer and Lumber Works.

The accompanying engraving shows the plant of the W. W. Branch, Veneer and Lumber Company. This corporation was organized in January, 1890, and is the successor of the firm of W. W. Branch & Co., established in Glen-Elk in the year 1885. Two

years prior to the incorporation, the business had been very successful, and since that time the company has had phenomenal success. The president, Mr. W. W. Branch, has had an experience in the business of twenty-five years, and has been foremost in making improvements in machinery to secure the best results and perfection in Manufactured stock. The products of this plant is absorbed by sewing machine, cabinet and furniture makers, and the trade which is with these firms, has continued for many years and is rapidly increasing. The product of the W. W. Branch Veneer and Lumber Company goes to all parts of the country and into thousands of households in the shape of sewing machines and furniture of various kinds.

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DR. W. C. CARR.

# High Art Dentistry

OF ALL KINDS.

Artificial Teeth Placed on Gold Frames, a Specialty.

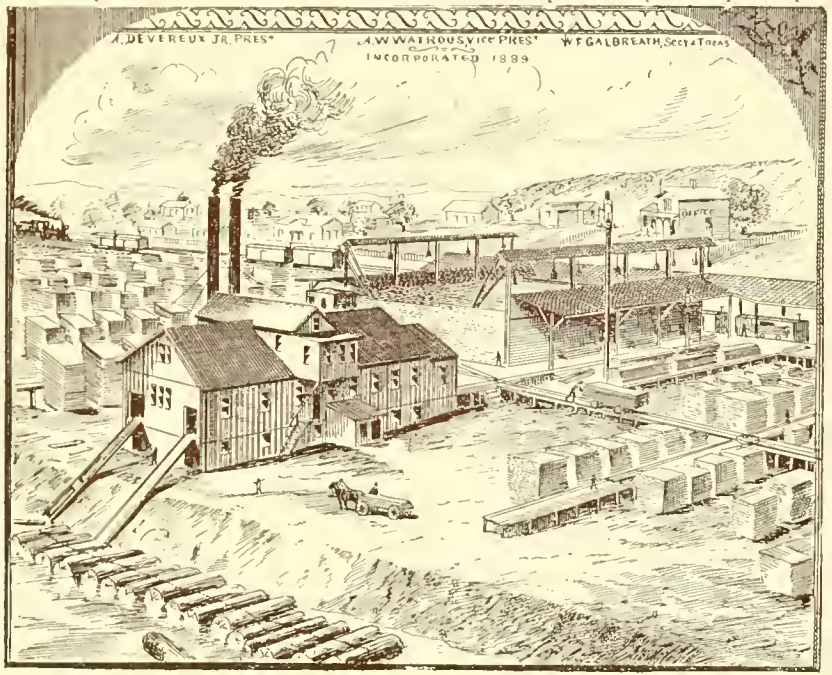
EVERYTHING WARRANTED.

Rooms Corner Capitol and Virginia Streets,

CHARLESTON, W. VA

# DEVEREUX LUMBER COMPANY, CHARLESTON, WEST VIRGINIA.

The business to which this company succeeds was organized in 1883 by A. Devereux, Jr. The company was incorporated in 1889 with A. Devereux, Jr., Prest., A. W. Watrous, Vice Prest., G. W. Stockley, of New York City, Treas, and W. F. Calbreath, Secretary. They are principally engaged in manufacturing poplar though they handle other hardwoods, oak ash and walnut; and have succeeded in building up a large trade in New England and New York markets. They have the reputation of manufacturing and handling a high grade of stock. They have an extensive yard and a Standard and Sturdevant dry kiln with a drying capacity of about 200,000 feet per week. They manufacture from 10,000,000 to 12,000,000 ft. per year, but as they have their own electrical plant they can easily double that amount if required. They carry on their pay rolls from 75 to 100 men. They handle nothing but first-class stock for which the Elk river is noted, it being superior to anything else in West Virginia. They have lately put Automatic Sprinkles throughout their mill and dry kiln, have an abundant water supply, and are thoroughly equipped with fire hydrants. They have large boomage facilities, plenty of piling room and their shipping facilities are unexcelled. They are ready to serve the public in any grade or class of stock put up in any manner or shape the market may require.



# LEADING BUSINESS MEN AND FIRMS OF CHARLESTON

ARCHITECTS AND BUILDERS.

John Fulks, 359 Quarrier.
D. W. Daily, 52½ Capitol.
M. M. Rusk, Elk.
Fuller & McDermott, Capitol.
George Henneman, Capitol.
Harrison Albright, Capitol.

ATTORNEYS—AT—LAW.

H. B. Smith, Kan. Val. B'k bld'g.
J. D. Baines, Lynn Block.
F. L. Beardsley, Kanawha.
Broun & Broun, Kanawha.
Brown, Jackson & Knight, Kan. Val. Bank Building.
Jos. Ruffner, Anderson building.
S. C. & F. C. Burdett, Anderson bl'd.
E. L. Buttrick, Ch. Nat. B'k. bld.
J. H. Couch, Gov't. building.
Couch, Flournoy & Price, K. V. B'k Building.
Davis & Jones, Kanawha.
J. B. C. Drew, 27½ Capitol.
A. M. Hamilton, 75½ Capitol.
Thos. D. Houston, Capitol.
Johnson, Watts & Ashby, Shrewsbury Block.
Littlepage & Stout, Capitol.
Albert Martin, Virginia.
Martin & Switzer, Cotton Block.
H. C. & L. E. McWhorter, Capitol.
J. H. Nash, 281 Virginia.
G. W. Patton, 280½ Kanawha.
Payne & Green, Ch'n Nat. B'k, b'd'g
Russell G. Quarrier, K. V. B'k b'l'd.
D. H. Samuels, 56 Capitol.
A. D. Shrewsbury, K. V. B'k b'l'd.
Simms, Enslow & Chilton, 75½ Cap.
John B. Floyd, Alderson.
J. S. Swann, 291 Kanawha.
T. B. Swann, 291 Kanawha.
J. F. Cork, 291 Kanawha.
Warth & Briggs, 27½ Capitol.
E. W. Wilson, Wilson building.
C. W. Hall, Capitol.
D. C. Gallaher, Ch. Nat. B'k b'l'd.
P. Fontaine, " " " "
B. S. Morgan, " " " "
John Thayer, 75½ Capitol.
C. P. Snyder, 27½ Capitol.
Chas. M. Alderson, 75½ Capitol.
W. H. Morris, Clendennin.
W. S. Edwards, K. V. B'k b'l'd.
Kennedy & Dyer, 27½ Capitol.
Hubert L. Houston, Capitol.
S. B. Avis, Capitol.
H. O. Middleton, 27½ Capitol.
J. R. T. Carmichael, K. V. B'k b'l'd.
Mollahan & McClintic, Coyle & Richardson building.

BAKERS AND CONFECTIONERS

L. Cablish, 320 Quarrier.
John Nartz, Virginia.
Eagle Bakery, 15 Summers.
Adam Young, 280 Kanawha.
E. M. & A. L. Young, 259 Kanawha.

BANKS.

Kanawha Valley Bank, cor. Kanawha and Capitol.
Charleston National Bank, Capitol.
Citizen's National Bank, 33 Capitol.
Kanawha National Bank, 34 Capitol.
Commercial Savings B'k, 21 Capitol.

BOOK BINDERS.

M. W. Donnally, 79 Capitol.
West Virginia Printing Co., Virginia.

BOOKS AND STATIONERY.

S. S. Moore & Son, 50 Capitol.
J. L. Fry, 47 Capitol.
Richardson Bros., 36 Capitol.
M. W. Donnally, 79 Capitol.

BOOTS AND SHOES

Palmer & Thomas, 244 Kanawha.
J. D. Jeffries, 270 Kanawha.
Goldbarth & Strauss, 234 Kanawha.
Coyle & Richardson, Capitol.
Petty & Wertheimer, 23 Capitol.
Jelenko & Loeb, (Wholesale) 264 Kanawha.
M. H. May, 214 Kanawha.
May Shoe Co., 280 Kanawha.
Payne Shoe Co., (Wholesale) 325 Virginia.
Rand & Goshorn, 286 Kanawha.
Sample Shoe Co. 281 Virginia.
L. A. Botkin, 56 Capitol.
Gus Loth, Virginia.

CIGARS AND TOBACCO.

Joe Beller, 253 Kanawha.
W. E. Peaco, 287½ Virginia.

CIVIL ENGINEERS.

W. A. Summers, Lynn Block.
W. A. Hogue, Capitol.
McDermott & Fuller, Capitol.
John Howe Peyton.
A. H. Campbell, Ch. Nat. B'k B'ld.
Venable & Vance, 54½ Capitol.

CLOTHING

Ph. Frankenberger, 242 Kanawha.
M. Blumberg, 196 Kanawha.
B. Hurvitz, 170 Kanawha.
Linns Bros. 216 Kanawha.
M. H. May, 214 Kanawha.
Petty & Wertheimer, 25-27 Capitol.
Philadelphia One Price Clothing House, Capitol and Kanawha.
Schwabe, May & Co , 305 Kanawha.
Gus Stern, 161-3 Clendennin.
Famous Clothing House, 12, 14 and 15 Capitol.
U. S. Clothing House, 285 Virginia.
Star Clothing House, Kanawha.
H. Curns, Kanawha.

COAL DEALERS.

Diamond Ice & Coal Co., 291 Kan.
P. R. Budd & Co., 36½ Capitol.
Patrick Ryan, Capitol.
Frazier & Franklin Bros., Kanawha.

CONFECTIONERS

L. Cablish, 320 Quarrier.
Eskew, Ewers & Co., Manufacturers. 22 Summers.
I. E. Nichols, 278 Kanawha.
Tomei & Bruninni, 398–233 Kan.

DENTISTS.

W. C. Carr, 30½ Capitol.
J. N. Mahan, 75½ "
Rogers & Butts, 250½ Capitol.
E. E. Van Vleck, 40½ "
A. H. Boyd, "

DRUGS AND MEDICINES

E. L. Boggs, 40 Capitol.
F. F. Kappes & Co., cor. Clendennin.
J. H. Mavity, cor. Cap. and Virginia.
Scott Bros. 58 Capitol.
Tyree & Helwig, (wholesale) Capitol.
F. G. Schachleiter, Capitol.

DRY GOODS AND NOTIONS.

Arnold, Abney & Co., (wholesale), Virginia.
Jelenko & Bro. (wholesale), 236 Kanawha.
F. J. Daniels & Co., Capitol.
Biern & Friedman, 35 Capitol.
Coyle & Richardson, Capitol.

DRY GOODS AND NOTIONS.—*Continued*

Val Fruth, 102 Kanawha.
Goldbarth & Strauss, 234-6 Kan.
B. Hurvitz, 170 Kanawha.
Rand & Goshorn, 286 Kanawha.
Gus Loth.
Stern & Schwabe, Clendennin.
H. M. Alford, Court.

EXPORTER OF TIMBER.

Geo. M. Donaldson, Coyle & R. b'l'd.

FLOUR & FEED

Brown Bros., 71 Capitol.
The W. B. Donnally, Co., 18 Sum'rs.
I. Seery & Bro., K. & M. depot.
Bibby Milling Co., Lovell.
L. A. Carr Milling Co., Clendennin and Kanawha.
G. W. Clark, Kanawha.
Ashby & Co., 351 Quarrier.

FURNITURE DEALERS.

G. T. Barlow, 212 Kanawha.
Dawley Furniture Co., 307-9 Virginia.
Truslow Furniture Co., 256 Kan.
John Cloxton, Kanawha
Lovell & Killinger, Kanawha.

GROCERIES AND PROVISIONS.

C. A. Gates, 42 Capitol.
H. L. Gebhart, 184 Kanawha.
A. J. Holstein, 184 Capitol.
Samuel Jarrett, Alderson.
J. J. Laidley, 261-265 Kanawha.
Leavitt & Jarrett, Court.
A. M. Loyd, Capitol.
R. A. Marshall, 241 Kanawha.
Geo. S. Morgan, 71 Lovell.
Bradford Noyes, 38 Capitol.
Ruby Bros., 15 Capitol.
A. M. Ruffner, 295 Kanawha.
I. H. Snyder, 35 Clendennin.
Stewart, Kirker & Co., 155 Kanawha.
Thos. Turner, Washington.
A. F. Wallen, 71 Lovell.
Beach & Abbott, Clendennin.
C. C. Abbott, K. & M. depot.
J. Kline, Elk street.
Geo. Singleton, Court.
H. M. Alford, Court.
J. N. Hutchinson, Court.
M. Orth, Young.
A. T. Cabell, Morris.
John Gilliland, Morris.
Urban C. Davidson, Washington.
M. Via, Washington.
R. H. Harold, Washington.
T. O. M. Davis, Capitol.
Youngs Grocery, Kanawha.
L. B. Olliver, Lovell.
Boyd & McIntosh, State.
T. A. Wallace, Capitol.
Clark & Co., 347 Quarrier.
J. L. Ritter, Lovell.
C. C. Gebhart, Lovell.

GROCERIES—WHOLESALE.

P. H. Noyes & Co., Virginia & Hale.
Prince Dunn & Co., 316 Virginia.
Ruffner Bros. 306 Kanawha.

MANUFACTURERS AGENTS.

J. P. Clark, 327 Virginia.
C. W. Walker, 327 Virginia.
John L. Thornhill, Capitol.

HARDWARE.

Markell & Co., 69 Capitol.
N. S. Burlew, 284 Kanawha.
L. C. Gates, 276 Kanawha.
Goshorn & Co., 247–249 Kanawha.
Proffitt & Christy, Clendennin.
Lowenstein & Son, Kanawha.
Geo. W. Gates, 31 Summers.

BOTTLING WORKS

C. E. West, Summers.
Chas. Capito, Kanawha.

HOTELS.

Hotel Ruffner, Kanawha and Hale.
St. Albert Hotel, 222–4 Kanawha.
St. Cloud Hotel, 145 Kanawha.
St. Charles Hotel, Kanawha.
Central Hotel, Kanawha.

INSURANCE AGENCIES.

D. W. Patterson, Kanawha.
Goshorn's Insurance Agency, Kana.
Thos. Popp, 52½ Capitol.
Wm. Lohmeyer, Charleston National Bank building.
J. E. Chamberlain, Capitol.
B. D. Avis, Capitol.
C. F. Wyerman, Ch. Nat. B'k b'l'd'g.
J. C. Alderson & Co., Opera b'l'd'g.
Duffy Insurance Agency, Capitol.
C. O. Bacon, Life, Capitol.

JEWELERS.

R. J. Satterthwait, 290 Kanawha.
Geo. W. Porter, 302 Kanawha.
Stolle & Son, 11 Summers.
W. Herman Smith, 22 Capitol.
Guy Z. Wright & Co., 17 Capitol.
W. Beckenstein, 288 Kanawha.
A. & F. Boiarsky, 282 Kanawha.
C. P. Fisher, Capitol.
Kan. Valley Jewelry Co., 252 Kana.

LIQUORS—WHOLESALE.

C. Capito, 304 Kanawha.
Ben Baer, 258 Kanawha.

MERCHANT TAILORS.

W. L. Armstrong & Co., Capitol.
Starke & Co., Capitol.
A. Schwab, 300 Kanawha.
I. H. Johnston, 308 Virginia.
Moran & Powers, 19 Capitol.
M. Kellar, Lovell.
Chas. Saxton, Capitol.

NOTIONS.

The Fair, Summers.
The Bazaar, Kanawha.
Goshorn, Richardson & Coyle, (wholesale) Capitol.

STEAM LAUNDRIES.

Capitol Steam Laundry, Kanawha.
Hotel Ruffner Steam Laundry, Va.
Kanawha Steam Laundry, Quarrier.

LIVERY STABLES

A. W. McCormick, Alderson.
Savage Bros. Virginia.
G. T. Barlow, Court.
L. H. Young, 200 Virginia.
Club Livery Stable, Dickinson.

MEATS.

C. E. Field, 61 Lovell.
Ike Baer, 29 Capitol.
City Daily Market, Capitol.
E. Cragg, 13 Summers.
Fisher & Fruth, 243 Kanawha.
Fred Gardner, 162 Capitol.
Ellis & Co., 354 Quarrier.
E. Polsue & Son.
Smith Bros., Washington.

MUSIC STORES

O. H. Michaelson, 274 Kanawha.
G. L. Spence Co., 254 Kanawha

NEWSPAPERS

The Charleston Daily Gazette, 79 Capitol.
The Evening Mail, Alderson.
The Star Tribune, Kanawha.
Kanawha Valley Democrat, cor Capitol and Kanawha.
Farm Reporter (Quarterly) 79 Capitol.

PAINTS AND OILS

John Y. Aarter, 293 Kanawha.
J. M. Gates, 27-29 Summers.
W. B. Barr, 394 Quarrier.
Standard Oil Co., 56 Capitol.

PHYSICIANS AND SURGEONS.

J. W. Aylor, 56 Capitol.
T. L. Barber, 364 Virginia.
Ira P. Champe, 30½ Capitol.
V. T. Churchman, 63 Capitol.
J. T. Cotton, 298½ Kanawha.
J. L. Davis, 36½ Capitol.
J. B. Houston, 285 Virginia.
George Lounsbury, Coyle & Richardson building.
James Putney, Snyder building.
J. M. McConihay, 184 State.
G. C. Schoolfield, 63 Capitol.
F. S. Thomas, Cotton Block.
W. P. Ewing, Hotel Ruffner.
S. B. Thompson, 281 Virginia.
W. W. Tompkins, Snyder block.
P. Wagner, 272 Virginia.
J. F. Wilcox, Lynn Block.
J. J. Goff, Lynn Block.
W. P. Hogue.
R. S. Henry.
L. Carr.
A. E. Summers.
F. L. McGee.

PHOTOGRAPHERS.

A. P. Gates, 29½ Capitol.
A. T. Proctor, 30½ Capitol.
Wm. McBride, Clendennin.

PLUMBERS.

Howell, Shanklin & Dowman, 75 Capitol.
D. Craig, 282 Virginia.

PRINTING ESTABLISHMENTS.

M. W. Donnally, 79 Capitol.
Butler Printing Co., Virginia.
Jarrett & Floyd, Alderson.
Star-Tribune Co., 213 Kanawha.
Perry & Dudley, Capitol.

REAL ESTATE.

Thomas Popp, 52½ Capitol.
John L. Thornhill, 23 Capitol.
Geo. Davis, 394½ Quarrier.
B. D. Avis, 23½ Capitol.

RESTAURANTS.

D. Washburn, 19 Summers.
J. E. Morgan, 219 Kanawha.
S. S. Dandridge, 209 Kanawha.
S. E. Myers, Capitol
Albert Callenberg, Virginia.

ROOFERS AND TINNERS

J. C. Wolf & Son, 203 Kanawha.
L. C. Wolf, Alderson.
D. A. Brawley, Kanawha.
Dick & Stover, Quarrier.

STOVES AND TINWARE.

McManamy & Cannon, 260 Kana.
W. T. Shawver, 263 Kanawha.
D. A. Brawley, 228 Kanawha.

SADDLERY AND HARNESS

Killinger & Co., 221 Kanawha.
Henry Mahan, 236 Kanawha.
Jos. Popp, 172 Kanawha.
Lowenstein & Son, 233 Kanawha.

UNDERTAKERS

Lovell & Killinger, Kanawha.
Geo. T. Barlow, 212 Kanawha.

VENEERING WORKS

W. W. Branch, West Charleston.

BICYCLE DEALERS

Hewes Bros., Capitol.
W. B. Barr, Quarrier.
Fred Scott, Capitol.
Ernest Howell, Capitol.
J. R. Shanklin, Capitol.

MISCELLANEOUS.

Kanawha Woollen Mills, Clendennin.
H. Barton, Boiler Works, Virginia.
Vickers Wagon Works, Court.
W. A. Key, Wagon Works, Court.

# OFFICIAL DIRECTORY.

STATE OFFICERS

Governor—W. A. MacCorkle.
Secretary of State—W. E. Chilton.
State Supt. of Schools—Virgil A. Lewis.
Auditor—I. V. Johnson.
Treasurer—John M. Rowan.
Attorney-General—T. S Riley.
Adjutant-General—J. A. Holly.

SUPREME COURT.

Judges—Henry Brannon, President, Weston, W. Va.
John W. English, Point Pleasant, W. Va.
Homer A. Holt, Lewisburg, W. Va.
M. M. Dent, Grafton, W. Va.
Clerk—O. S. Long, Charleston.

COUNTY OFFICERS.

Judge Circuit Court—F. A. Guthrie.
Judge Criminal Court—C. P. Snyder.
Prosecuting Attorney—C. B. Smith.
Clerk Circuit Court—H. K. Black.
Clerk County Court—J. W. Goshorn.
County Supt. Schools—G. P. Hall.
County Commissioners—C.S. Young, W. S. Laidley, J. D. Shrewsbury.

CITY OFFICERS.

Mayor—E. W. Staunton.
Recorder—J. H. Gates.
Sergeant—John W. Jarrett.
Solicitor—H. O. Middleton.
Treasurer—E. A. Reid.
Engineer—W. A Hogue.
Street Commissioner—J. A. Turner.

MEMBERS CITY COUNCIL.

First Ward—A. F. Wallen, Mason Rusk and Geo. Morgan.
Second Ward—Chas. Loeb, J. F. Brown and J. N. Mahan.
Third Ward—J. W. Goshorn, W. L. Peters, and O. A. Petty.

COURTS.

Circuit Court—Second Monday in March and June and first Monday in December.

Criminal Court—First Tuesday in January, April, July and October.

County Court—First Monday in March, June, September, and December.

CHARLESTON DISTRICT OFFICERS

N. B. Swarr, Justice.
J. S. Payne, Justice.
R. P. Warren, Constable.
E. C. Lynn, Constable.

## LITTLEPAGE & STOUT,

ATTORNEYS AND COUNSELORS AT LAW.

NO. 20 CAPITOL STREET,

Charleston, - Kanawha Co, - West Va.

TELEPHONE 208.

## JOHN FULKS,

Architect ǂ and ǂ Builder,

359 QUARRIER STREET.

## JOHN HOWE PEYTON,

CIVIL ✻ ENGINEER ✻ AND ✻ SURVEYOR.

Office Kanawha National Bank Building.

P. O. BOX 623

## B. S. MORGAN,

ATTORNEY-AT-LAW.

Office in Kanawha National Bank Building.

Will Practice in the Courts of Kanawha and Adjoining Counties, in the Supreme Court of Appeals of the State, and in the United States Court. Special Attention given to Collections.

280 KANAWHA ST. - - CHARLESTON, W. VA.

Largest Stock in the State to Select from. All Grades of Shoes and Slippers, Trunks and Umbrellas, Awnings and Tents

MAIL ORDERS SOLICITED.

South Side Foundry and Machine Works.

## South Side Foundry and Machine Works.

The engraving on the opposite page represents one of Charleston's well-known and substantial manufacturing establishments. The South Side Foundry and Machine Works are owned and operated by O. A. & W. Thayer. After conducting the business for eleven years in Malden, the Messrs. Thayer, with that keen business foresight which has always characterized their career, decided to remove their plant to Charleston, and establish it on a larger scale and prepare themselves for the more extensive business which they saw would soon open up for them at this point. Consequently, in 1871, the large plant of the South Side Foundry and Machine Works (located between the Chesapeake and Ohio railway and the Kanawha river), was built and equipped with new machinery and appliances throughout, at a considerable outlay, since which time the works have been greatly enlarged with new brick buildings until now they are the finest and most extensive plant of the kind in the State. This concern is fitted with twin cupolas of large capacity, and are prepared to make castings of every description in both iron and brass. Since the erection of their new brick shops they have placed in their works the latest improved machinery by which the heaviest class of work can be manufactured.

The forge, or blacksmith department, is considered the largest in this section, being equipped with power, rolls, plunges, shears and a large steam hammer, with which the heaviest forgings can be made with ease and dispatch. The South Side Foundry makes a specialty of all classes of iron work and machinery for the complete equipment of mining plants, such as tail ropes and endless wire, rope haulage machines, iron and steel incline monitors, coke larrys, mine cars, drums, tipple outfits, screens weigh baskets, elevators, conveyors, &c., of every description used in connection with the mining industry.

"The Kanawha" is the name they have given their new style Mine Ventilating Fan (patented June 24, 1893), which for capacity, efficiency and cheapness is far in advance of the old style paddle fan. Their fans are now used for ventilating mines in Ohio, Pennsylvania, Virginia and Kentucky, as well as in this state, and all are giving the best of satisfaction. These fans are so constructed that they may be operated either as "exhausts" or "blowers." This feature no other fan possesses.

In their car building Department they are prepared to turn out mine cars complete, on short notice, as well as logging trucks, lumber cars, &c. This concern also does a large business in pipe and fittings of all kinds, including brass goods. Machinery from this foundry goes out not only through all the mining regions of West Virginia, but orders come to it from Kentucky, Tennessee, Georgia, Alabama, Florida, Ohio and Pennsylvania, where mines are being developed, railroads constructed and mills and factories equipped. This plant has never shut down for want of work, and is generally considered one of the strongest financial manufacturing concerns in the Kanawha Valley.

# CHARLESTON BANKS.

## KANAWHA VALLEY BANK.

ESTABLISHED IN 1867.

J. Q. DICKINSON, *President.* R. T. ONEY, *Cashier.*

Capital Invested.....$150,000.
Surplus..... 100,000.

## CHARLESTON NATIONAL BANK

ESTABLISHED AUGUST 16, 1881.

L. PRICHARD, *President.* H. L. PRICHARD, *Cashier.*

Capital Invested.....$100,000.
Surplus..... 80,000.
Undivided Profits..... 12,000.

## CITIZENS' NATIONAL BANK.

ESTABLISHED SEPT. 10, 1890.

NEIL ROBINSON, *President.* J. H. HULING, *Vice President.*
M. M. WILLIAMSON, *Cashier.*

Capital Invested.....$125,000.
Surplus..... 3,500.

## KANAWHA NATIONAL BANK.

GEO. S. COUCH, *President.* E. A. REID, *Cashier.*
J. F. BEDELL, *Assistant Cashier.*

Capital Invested .....$100,000.
Surplus ..... 11,000.
Undivided Profits..... 9,000.

## COMMERCIAL SAVINGS BANK.

ESTABLISHED FEBRUARY, 1893.

WM. A. OHLEY, *President.* C. W. YOUNG, *Cashier.*

Conducts a general Commercial business besides the Savings department.
Capital Invested.....$50,000.

## BANKING HOURS.

Open.....9:00 A. M.

Close.....3:00 P. M.

# CAPITOL ⁜ STEAM ⁜ LAUNDRY.

## ==THE OLDEST, LARGEST, AND BEST==

## EQUIPPED LAUNDRY IN THE STATE.

**THIS LAUNDRY** is a concern that has done much to spread the name and fame of Charleston far and wide, as they have agencies in all parts of the State, and wherever their excellent work has gone it is an emblem of the General Superiority and Enterprise characteristic of the Capital City.

LIBERAL

Discounts
Allowed
To Agents.

**ESTABLISHED 1890.**

THE CAPITOL STEAM LAUNDRY is situated at No. 167 Kanawha Street, and is owned and operated by Mr. T. H. Marshall, who is authority on all matters pertaining to the Laundry Business. The Plant has recently been rebuilt, and fitted up with the most modern machinery known to the business, so that the "Capitol" is enabled to do the highest grade work on very short notice. About forty people are constantly employed at the Works, and there are dozens of agencies all over this Section. Mr. Marshall is wide awake, and takes great pains in providing his patrons prompt and efficient service. His efforts are bringing well merited success as his establishment is most liberally patronized. Established 1890, oldest, largest, in Kanawha Valley; burned in 1892 and rebuilt, with improved machinery. Branch at No. 52 Capitol street.

ESTABLISHED 1892.

# THE KEELEY INSTITUTE CO. OF W. VA.

FOR THE CURE OF THE

## LIQUOR, OPIUM AND TOBACCO HABITS.

Institutes located at Charleston, W. Va., Wheeling, W. Va., Kingwood, W. Va.

The Keeley Institute at Charleston, W. Va.

**Owning and controlling all genuine Keeley Institutes in the State of West Virginia.**

---

The only reliable treatment for the above named diseases. Hundreds of testimonials on file from the most prominent people of the State evidencing the wonderful efficiency of the treatment as administered at these Institutes.

---

Correspondence Solicited.

LE'GAGE PRATT, President and General Manager.

J. AMI MARTIN, Vice President. P. H. TAMPLET, Secretary and Treasurer.

# THE STAR-TRIBUNE.

**M. B. REBER, M'G'R.**

The largest, leading and official Journal at the State Capital, with a circulation greater than any other paper published in the Third Congressional District.

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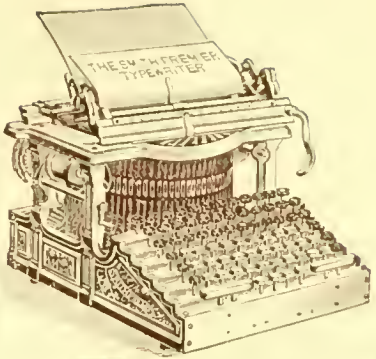
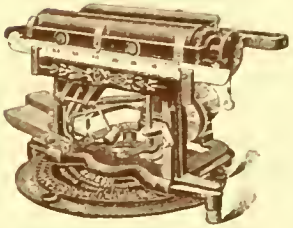



EDISONS
MIMEOGRAPH.

THE
SMITH-PREMIER
TYPEWRITER.



*Waverley* Bicycles.

HEWES BROS.

EXCLUSIVE AGENTS.

260 AND 226

KANAWHA STREET.

# McMANAMY&CANNON

—JOBBERS IN—

## STOVES, TINWARE, &C.

This house has long been familiar to the trade in Charleston and throughout the State as a leader in Wholesale and Retail Stoves, Tinware and

## House Furnishing Goods,

carrying a very extensive and complete stock at all times, and having facilities for buying and manufacturing and shipping which enables them to meet all competition.

Their travelling men make regular calls on the trade and always have some exceptional offerings. Their business is growing continually which is evidence of their pluck and the satisfaction of the trade.

**Keeping Up With the Times.**

As Charleston Enjoys a Steady and Healthy Growth, So Enjoys the

# Philadelphia One Price Clothing House

A Steady Increase in Business.

Because Fair and Square Dealings is Our Motto.

**Henry Smith, Mgr.** **M. Weil, Prop.**

CORNER KANAWHA AND CAPITOL STS.

**Sole Agents for Youman's Hats.**

# Dry Goods and Shoes.

We are the Leaders.

—OUR STOCK IS—

COMPLETE IN ALL DEPARTMENTS.

RAND & GOSHORN.

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EYE, EAR, NOSE AND THROAT

SPECIALIST.

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CHAS. M. ALDERSON,

ATTORNEY-AT-LAW.

**75 1-2 CAPITOL ST.**

CHARLESTON, - - WEST VIRGINIA,

# N. S. BURLEW,

WHOLESALE AND RETAIL DEALER IN

## GENERAL HARDWARE BUSINESS.

ESTABLISHED 1876.

The business of the House has increased so it stands to-day equal to any Hardware firm in West Virginia. Does a large Jobbing Business in the Southern part of the State. Headquarters for

## Oak Veneered White and Yellow Pine Doors,

All Kinds of SASH and BLINDS, WOOD and IRON MANTEL FRONTS,
GRATES, HEARTH and FLOOR TILE.

Special Agent for Reading Hardware Co., Hartman Steel Fence, Sewer Pipe and Fire Brick; and all kinds of Farming and Mining Implements. Orders Solicited which will have prompt attention.

NO 284 KANAWHA STREET.

*Opposite Public Landing.*

# KANAWHA STEAM LAUNDRY.

357 QUARRIER STREET.

## CUSHMAN & YOUNG,

PROPRIETORS.

This Laundry is Equipped with new and Improved machinery and appliances, and is capable of turning out the finest work. Send your work to

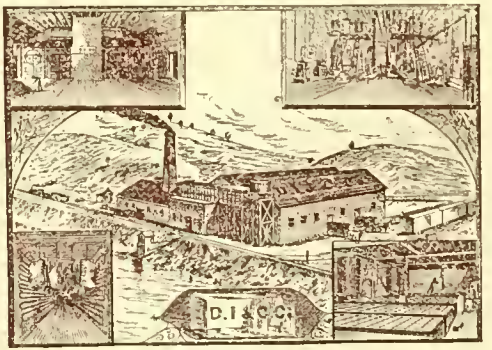
Cushman & Young.

They will Guarantee you Entire Satisfaction.

TELEPHONE NO. 191.

# DIAMOND ICE & COAL COMPANY,

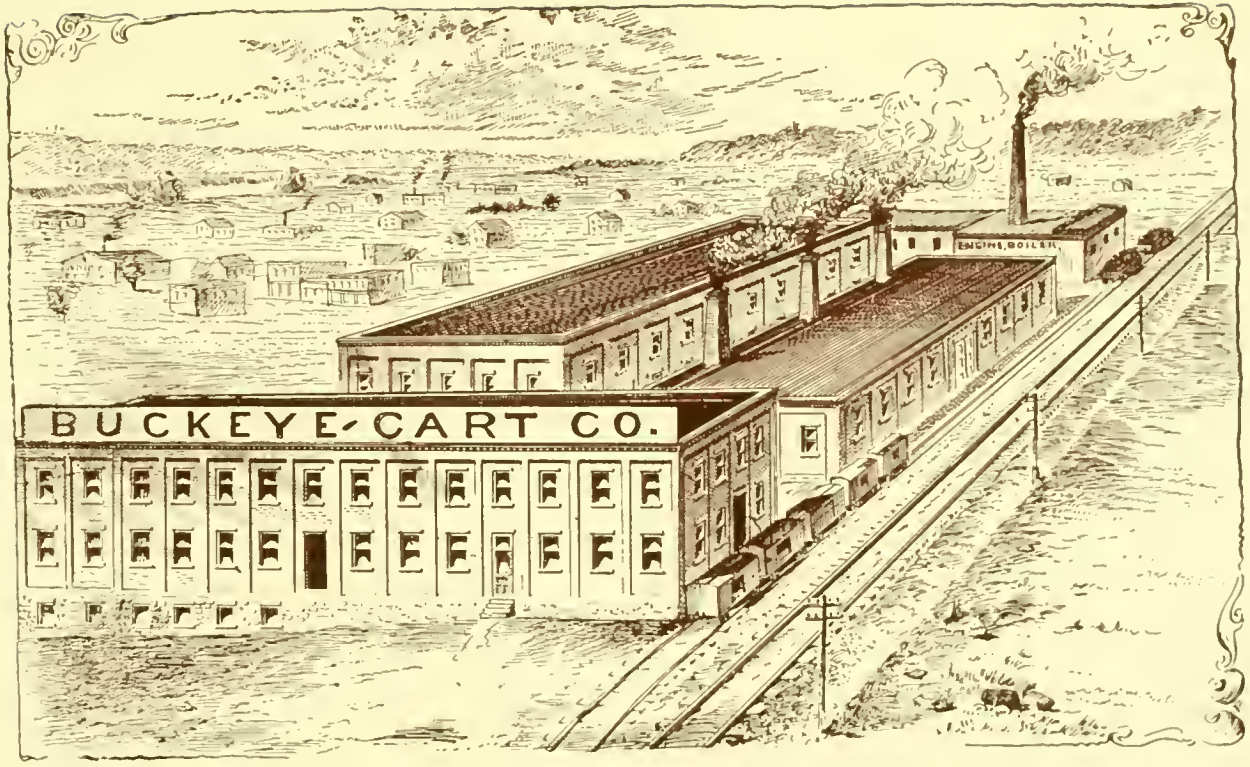
WHOLESALE & RETAIL DEALERS IN




# ICE AND COAL

Special attention given to orders for Ice in car lots or filling houses.

Office 291 Kanawha Street. Ice Factory Cor. Elk and Welch streets. Coal yard Cor. Capitol and Dryden streets.




The Largest two-wheeled Vehicle Factory in the World.

# LOUIS CABLISH,
# CONFECTIONER.

CHARLESTON, W. VA.

Baker,

Confectioner,

Ice Creams.

Fine Candies.

Fancy Cakes.

## *LOUIS CABLISH.*

Quarrier Street. Charleston, W. Va.

When Contemplating Reception see CABLISH, Charleston's Confectioner, as to prices New Ideas.

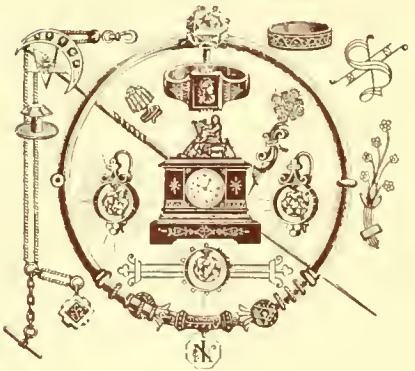
# Geo. W. Porter,

Clocks and Watches.

Gold and Silver Novelties.

Solid Silverware.

Silver Plated Ware.



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